

Latitude 38

VOLUME 303 September 2002

WE GO WHERE THE WIND BLOWS



Winter Is Coming!



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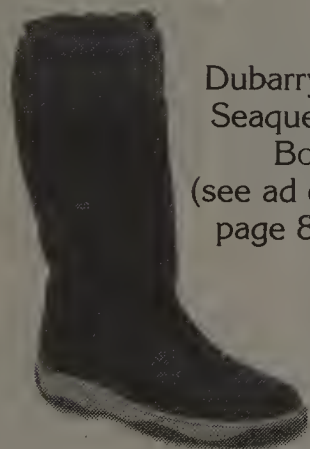
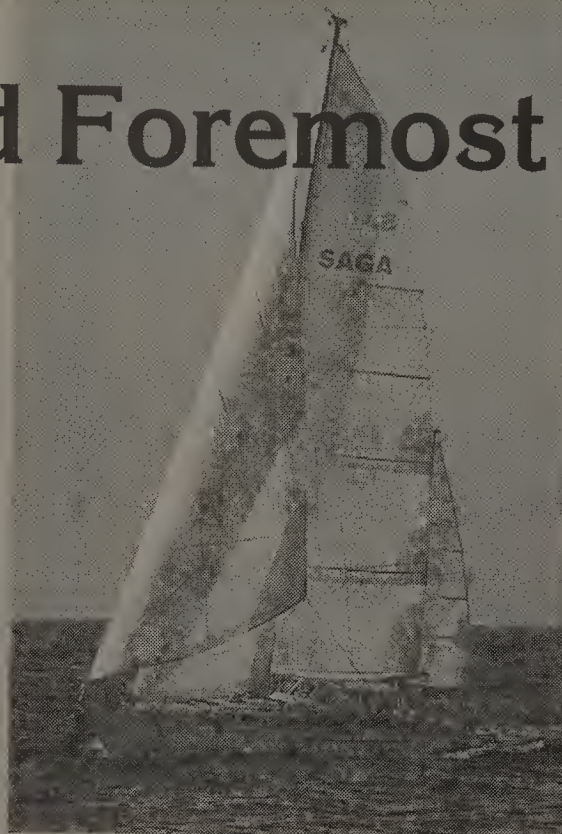
www.grandmarina.com

Quality: First and Foremost

In the next few months Pineapple Sails will be 30 years old. Throughout all those years, we have remained committed to the design and construction of only high quality sails. We have added two select lines of gear that meet that same standard of excellence: Musto foul weather gear and Dubarry footwear.

In the next few months we'll be moving to our new facility, with more and better space for making sails and ample room to display the sailing gear.

And you can help: buy Musto and Dubarry during the month of September. You'll get 10% off and we'll have less to carry. (Don't worry, we'll stock even more once we're settled.)



Dubarry's
Seaquest
Boot
(see ad on
page 82)

Musto's
MPX
GoreTex
Salopette



PHOTO: WWW.HEDINFOTO.COM

Sails in need of repair may be dropped off at West Marine in Oakland, Alameda, or Richmond; BoatUS in Oakland, or Svendsen's in Alameda.

We are open Saturdays 10:00 to 3:00 through September 30.

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Oakland

California



Kame Richards

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Passage Sailing Center News

New 2003 Arrivals!

**Beneteau 42
Center Cockpit**



Beneteau TransOcean Express 393



Beneteau First 36.7

Passage Yachts Annual Fall Open House Saturday, October 5, 2002

- More than 30 new and used boats on display including these new models:



Beneteau First 47.7



X-412



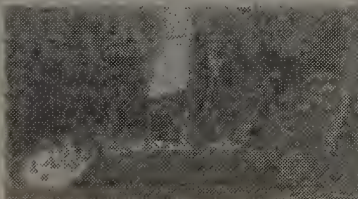
Island Packet 380



Beneteau 331



X-382



Beneteau 50

- Informational Seminars
- Barbecue and Refreshments!

Good Time to Buy?

We think so. And here are a few reasons why:

- The new 2003 models are arriving all with great boat show packages that translate into great savings for you.
- On Beneteau models, such as the First 47.7 and 40.7, placing an order during the show gives you more than \$11,000 in free electronics!
- The Beneteau 50 has a great new low price for 2003.
- With a purchase of a new Beneteau 361 you receive a free Raytheon autopilot.
- On our stock Island Packets, such as the classically beautiful 420, you save more than \$20,000 at the show.
- And interest rates have never been lower!

**Stop by the show for the
best boats and the
best prices of the season!**

Premium Brokerage Boats

Beneteau First 45f5, 1993 \$195,000
Beneteau First 40.7, 2000 ... 179,000
Beneteau First 38s5, 1992 .. 108,000

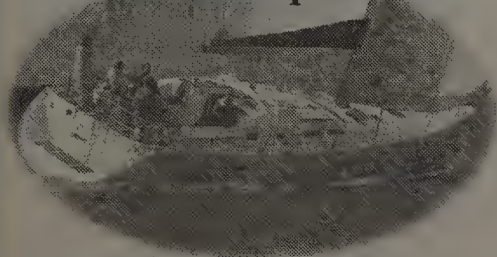
Beneteau First 35s5, 1989 69,900
Island Packet 380, 2000 235,000
Catalina 380, 1998 145,500
Santana 35, 1979 32,000

Island Packet 320, 1998 165,000
Pearson 303, 1984 27,500
Catalina 27 7,900

World Class Yachts at Real World Prices

BENETEAU

Trans-Ocean Express Series



Beneteau Trans-Ocean Express 473
Inventory Closeout Pricing

See all these great boats at the
Fall Boat Show
Jack London Square
September 7-15, 2002

For more than 20 years we have been helping Bay Area clients find their perfect sailing yacht and outfit it to suit their specific needs. We represent top manufacturers from around the world:

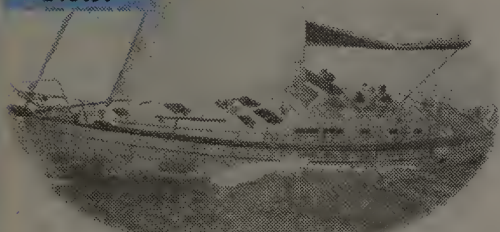
BENETEAU

First Series



Beneteau First 36.7
Join the fastest growing one design in the U.S.

New!



Beneteau 42 Center Cockpit
Luxury Cruising

BENETEAU



ISLAND PACKET

Wauquier

X-Yachts

CNB

Dehler

At Passage Yachts, top quality boats and top level service are a given. We offer world cruisers, race boats, deck salons, liveaboard yachts, family boats and customized luxury yachts.

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Beneteau Trans-Ocean Express 393
New 2003 Model



Beneteau 361
Classic beauty and practical cruising amenities



Beneteau 331
Sailing ease, big interior volume and small price!



Beneteau First 40.7
Join the Bay's 16-boat fleet for exciting racing.



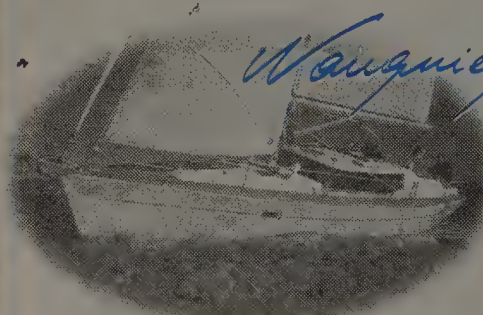
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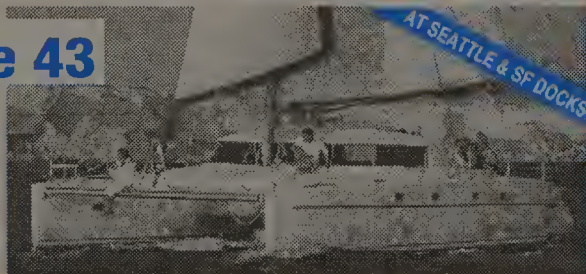
Gemini 105

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Marquises 56

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Arrival in
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at Grand Marina

37' CREALOCK, '93



AT BOAT SHOW

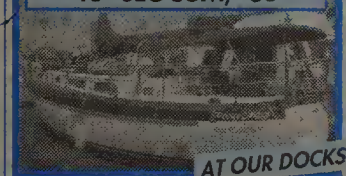
This well proven cruiser is totally equipped and to go again. \$179,500.

47' VAGABOND, '86



Bristol one owner boat. These are well proven world cruisers and great liveaboards. \$259,000

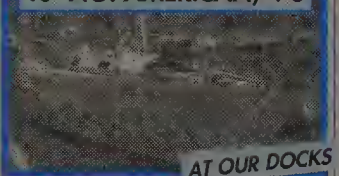
43' SLOCUM, '85



AT OUR DOCKS

This world cruiser is loaded with gear and in excellent condition. \$149,500.

40' NO. AMERICAN, '78



AT OUR DOCKS

Race or cruise this strangely-built offshore vessel. PHRF 84 \$65,000.

37' PROUT SNOWGOOSE



AT OUR DOCKS

Undoubtedly the most popular of all cruising multihulls, synonymous with ocean cruising, sound design and seaworthiness. 1986. \$114,950.

38' INGRID GAFF KETCH, '80



AT OUR DOCKS

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45' PROUT, '96



AT OUR DOCKS

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33' HUNTER 336, '96



AT OUR DOCKS

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29'	FREEDOM, '84	\$24,500
30'	ISLANDER BAHAMA, '79	\$22,000
30'	GOLDEN GATE, '78	\$24,500
30'	YAMAHA, '79	\$21,950
31'	COLUMBIA 9.6	\$26,500
32'	ARIES CUTTER, '76	\$25,000
34'	ERICSON 34X, '78	\$27,900
37'	PROUT, '86	\$114,950
37'	CREALOCK, '93	\$179,500
37'	HUNTER CUTTER, '78	\$35,000
38'	PAN OCEANIC, '83	\$79,900
38'	DOWNEAST KETCH, '75	\$60,000
38'	INGRID GAFF-RIGGED KETCH, '80	\$89,500
43'	SLOCUM CUTTER, '85	\$149,500
40'	NORTH AMERICAN, '78	\$65,000
40'	TARTAN, '89	\$159,900
45'	PROUT, '96	\$350,000
47'	VAGABOND, '86	\$259,000
POWER		
32'	SEASPORT CATAMARAN, '00	\$239,000
32'	TROJAN, '78	\$39,900
26'	GLACIER BAY 260 DEMO	\$64,950
26'	GLACIER BAY 260 w/o engine	\$33,500

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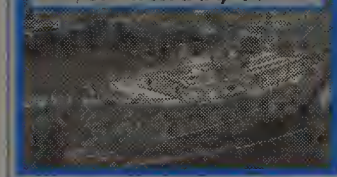
Caribbean Office: Simpson Bay, St. Maarten

Your Gateway to the Caribbean. Why?

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4. Most of our 35-ft+ cruising boats are REALLY ready to cruise, with everything you need, down to galleyware, linens, charts and cruising guides.

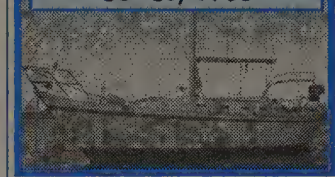
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37' TAYANA, '77



Near Bristol condition. \$98,000

36' CS, 1985



A delight to sail. \$51,900

41' HALLBERG-RASSY, '77



Ready to cruise. \$107,000

52' HORSTMAN TRI, '87



Sail anywhere in luxury. \$295,000

BROKERAGE

89'	CUSTOM STEEL, '72	\$1,295,000	49'	UNIVERSAL CUST. ALUM., '97	\$395,000
82'	C.N.B., BORDEAUX, '96	\$2,100,000	49'	SARACEN 15M, '84	\$289,000
77'	KELSALL SOLAS MAXI, '87	\$595,000	49'	SIMPSON 14.7, '92	\$225,000
75'	WOODEN SCHOONER, '63	\$195,000	48'	FRERS SLOOP, '74	\$249,000
75'	DOUG PETERSON CUTTER, '00	\$1,870,000	48'	PRIVILEGE 14.7, '90	\$298,500
64'	CARIBE CATAMARAN, '96	\$395,000	47'	GULFSTAR SAILMASTER, '79	\$119,000
62'	WOODY METALCRAFT, '91	\$339,000	47'	GIB'SEA 474, '97	\$179,000
60'	HELLMAN CAT, '96	\$395,000	46'	CHANTIER NAVAL CAT, '92	\$270,000
60'	JOUBERT-NIVELT SLOOP, '83	\$335,000	46'	MORGAN 462, '83	\$130,000
60'	LA MARINA, '82	\$200,000	45'	COLUMBIA 45CC, '71	\$89,000
58'	CUSTOM SCHOONER, '79	\$119,000	44'	CSY PILOTHOUSE, '78	\$180,000
54'	BRUCE ROBERTS STEEL, '87	\$299,000	44'	PETERSON CTR COCKPIT, '79	\$104,000
52'	AMEL MANGO, '88	\$239,000	43'	BRUCE ROBERTS, '99	\$99,000
52'	CUSTOM STEEL CUSTOM, '89	\$279,000	42'	LU-KAT CATAMARAN, '00	\$299,900
51'	BENETEAU OCEANIS 510, '90	\$226,000	42'	MOODY 425, '89	\$145,000
51'	BENETEAU IDYLLE 15.5, '87	\$139,000	40'	BENETEAU OCEANIS, '95	\$140,000
51'	JEANNEAU SUN ODYSSEY, '90	\$180,000	40'	NORM CROSS TRI, '84	\$52,000
51'	CUSTOM ALUMINUM, '83	\$233,000	40'	FORMULA 40 CAT, '86	\$45,000
51'	TATOOSH, '82	\$339,000	36'	CS CLASSIC, '85	\$52,000
50'	BRISTOL PILOTHOUSE, '00	\$299,000	35'	WM. GARDEN DOLPHIN, '92	\$69,000
50'	VAN DE STADT, '90	\$200,000	34'	GEMINI M105, '97	\$119,000

prices in U.S. Dollars except as noted



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NEW BOATS

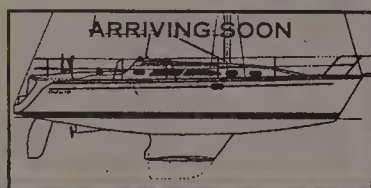
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NEW CATALINA 350



CATALINA 380

BROKERAGE SAIL/POWER



CAL 39



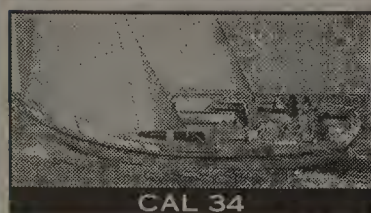
CATALINA 36



SPARHAWK 36



CATALINA 320



CAL 34



BERTRAM 31

BROKERAGE

SAIL

26' EXCALIBUR, '77	4,950
27' SANTA CRUZ	10,500
30' CAL 3-30, '74	17,500
32' CATALINA 320, '99	94,500
34' CAL, '78	29,500
39' CAL, '80	69,500

POWER

22' BOSTON WHALER, '80 ..	18,900
24' ANGLER, '01	58,900
31' BERTRAM, '80	119,500
73' CUSTOM CAT, '95	Inquire

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Havin' a Hobie day.

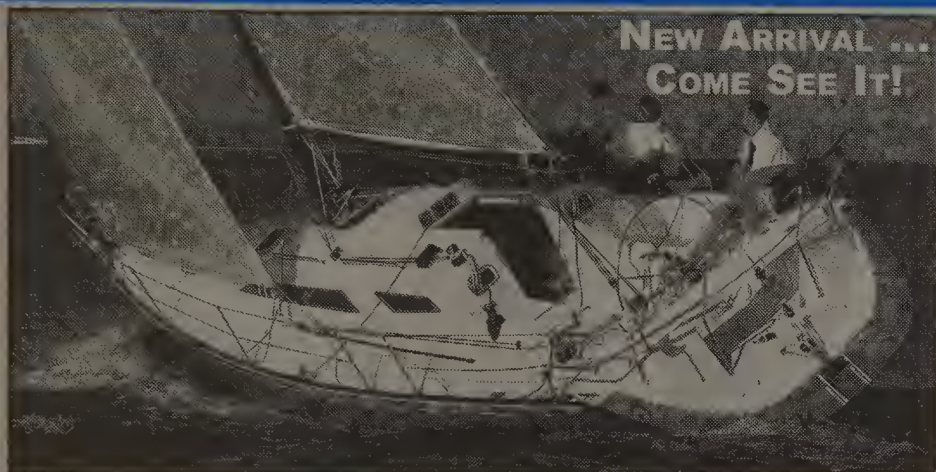
Photo by *Latitude*/Richard

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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SABRE

Moody*

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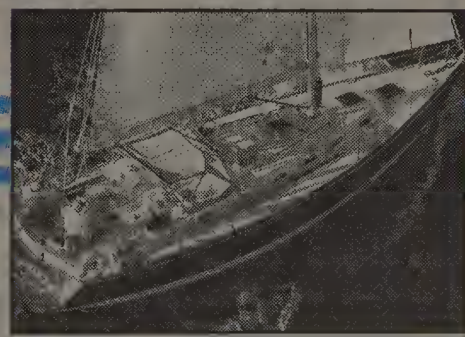
2001 - MOODY 38*

Cherry wood interior, upgraded Yanmar, B&G speed, depth, wind, furling genoa, leather, inverter, more!



2001 - MOODY 46*

3 strms., 2 heads, impeccably-crafted furniture, leather interior, inverter, furling main, B&G network, twin furling headsails!



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31st

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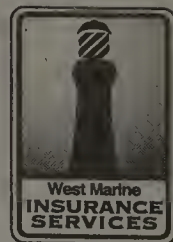
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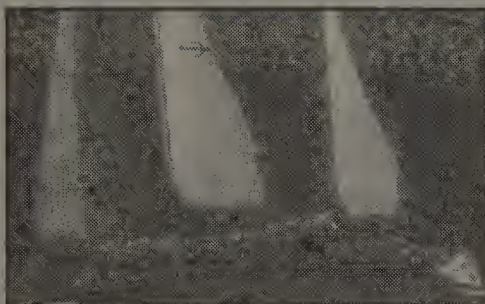
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52' AMEL SUPER MARAMU, 1998

A French beauty beyond "Super". Shows like new (in Bay area). Agent: Jill. Asking \$499,000



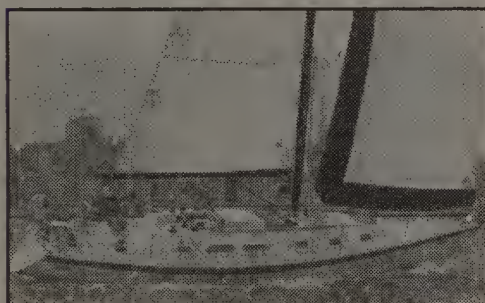
41' NEWPORT, 1984

Rare customized cruiser, ready to go. Asking \$60,000



28' BRISTOL CHANNEL CUTTER, 1977

Classic blue water cruiser, many upgrades. Asking \$60,000



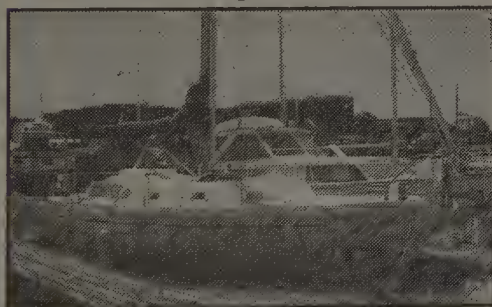
38' ERICSON, 1981

Comfortable, sturdy cruiser. Asking \$59,000



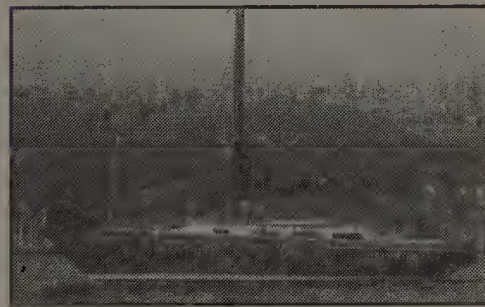
40' SPARKMAN & STEPHENS YAWL, 1953

German-built of planked mahogany; pristine upkeep and many upgrades. Asking \$165,000



36' COLUMBIA, 1968

Tough old cruiser in good shape; fresh interior. Asking \$29,000



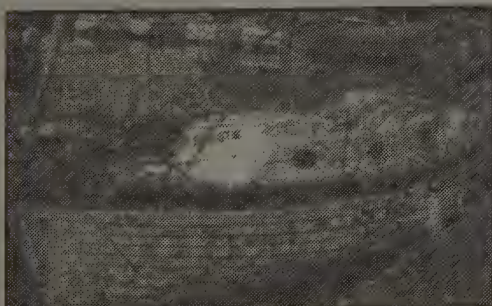
38' CATALINA, 1983

Exceptionally well maintained and cruise ready. Asking \$49,950



52' AMEL MANGO KETCH, 1979

Exceptionally well maintained & upgraded. Asking \$200,000



27' NOR'SEA, 1979

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35' ERICSON, 1970

For this price, a great Bay cruiser. Asking \$19,000



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50' DEFEVER AFT CABIN, 1989 \$399,000

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References upon request.



79' Cooper 416 PH

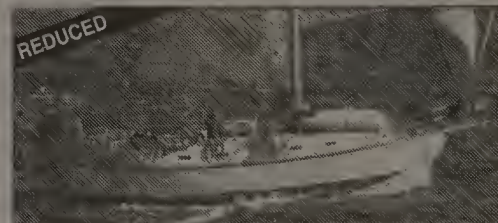
Double staterooms and a voluminous galley and salon for a very livable interior. This boat has been superbly maintained with full size shower and tub.

She has more room and storage area than most 45 foot boats.

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38' Hans Christian Mk II, 1980
\$110,000



44' Island Packet, 1995
\$259,000

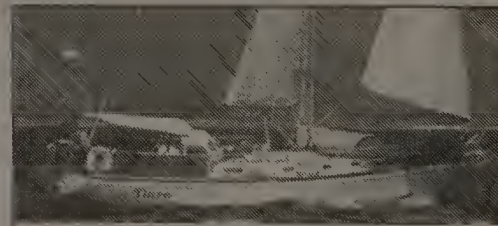


63' Dynamique Elite 64 Cutter, 1983
\$390,000



40' Tiara 4000 Express, 1993
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53' Hennenjanger Ketch, '77	Reduced 285,000
49' CT by Kaufman & Ladd, '87	172,000
48' Pacemaker Sportfisher, '78	128,000
48' De Dood Yawl, '61	269,000
46' Island Trader Cutter/Ketch MS, '84	139,900
46' Beneteau 456, '83	129,000
46' Cal 2-46, '74	142,000
45' Hunter Passage 450 '97	257,500
45' Freedom Yachts Sloop, '91	245,000
45' Beneteau 45f5 Sloop, '90	149,500
45' Phil Rhodes by Westerdyke, '78	129,000
44' Island Packet Cutter, '95	Reduced 259,000
44' Norseman 447CC, '85	229,000
44' CSY, '80	80,000
44' Hardin Voyager, '77	159,000
43' Spindrift Cutter, '81	129,000
42' Catalina, '92	Reduced 118,000
42' Pearson 424 Ketch, '79	Reduced 89,500

42' Cooper 416 PH, '79	93,000
41' President Trawler, '87	SOLD
41' CT Ketch, '72	59,500
41' Seawolf Cutter Ketch, '69	72,000
40' Tiara Yachts 4000 Express, '97	385,000
40' Beneteau Oceanis, '93	92,500
40' Passport Sloop, '83-'87	4 from 135,000
40' Swift Ketch, '79	120,000
39' Trojan 390 Express, '96	199,000
38' Hans Christian MkII, '80	110,000
38' Chris Craft 381 Catalina, '88	89,500
38' Morgan 384 Sloop, '83	89,500
38' PT Europa Style, '80	96,000
38' C&C Mk II, '76	Reduced 39,500
37' Irwin Mk II, '80	52,500
37' Prout Catamaran, '78	Deal Pending 55,000
36' Beneteau First 36s7, '96	92,000
36' Freedom, '86	95,000

36' Watkins Sloop, '81, and charter license	75,000
36' Schock New York, '81	52,500
36' Islander Freeport, '80	68,000
35' Beneteau 35s5, '89	65,000
35' Sea Ray Sundancer, '87	59,900
35' Custom Ketch, '66	29,500
33' Riviera Sportfisher, '94	185,000
32' Swain Steel Pilothouse, '91	Reduced 48,000
32' Columbia 9.6 Sloop, '77	30,000
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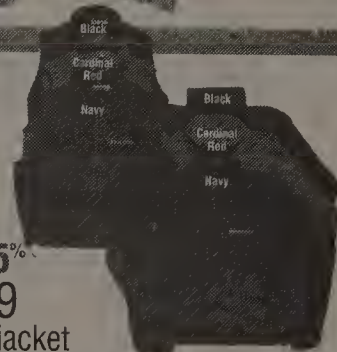
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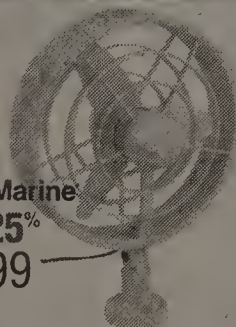
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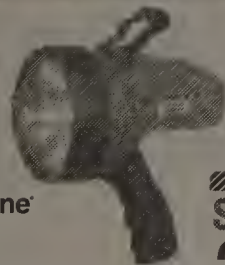
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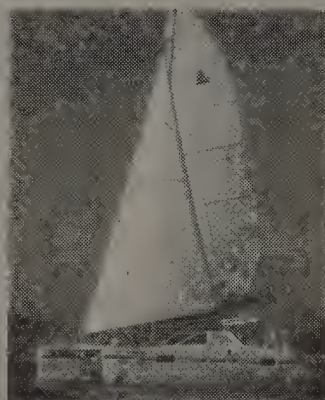


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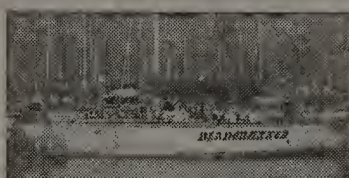
State-of-the-art technology and traditional hand craftsmanship blended into a lightweight, durable boat requiring little maintenance.

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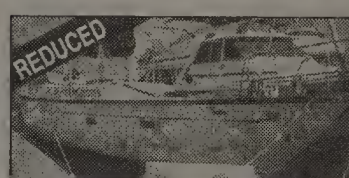
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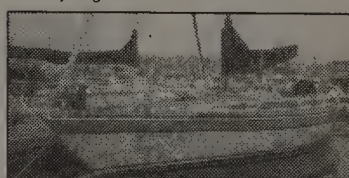
46' LE COMTE, '72...\$199,000

Completely refitted in '00 to 'as new' condition and appearance, maintaining the highest standards consistent with the original construction.



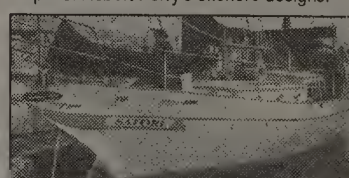
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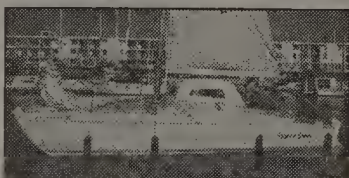
41' CT, '77...\$85,000

Constructed completely of hand laid-up fiberglass, no wood in the cabin or deck. Built to Lloyds specs, Satori is worth a careful look.



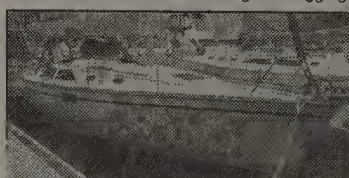
40' SABRE 402, '99...\$329,000

One of the finest and fastest racer/cruisers built in the U.S., this boat is very well-equipped and in Bristol condition.



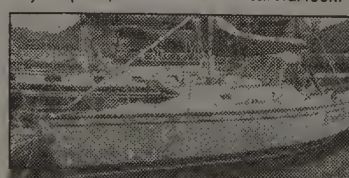
36' CATAMARAN, '68...\$70,000

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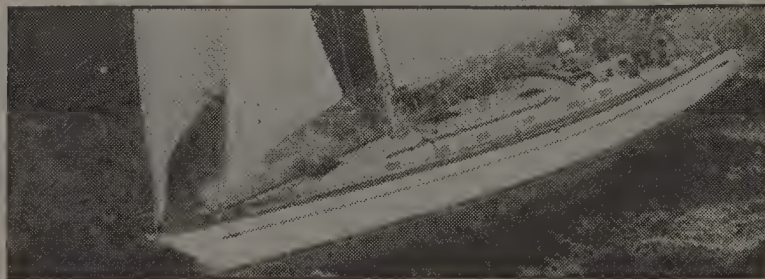
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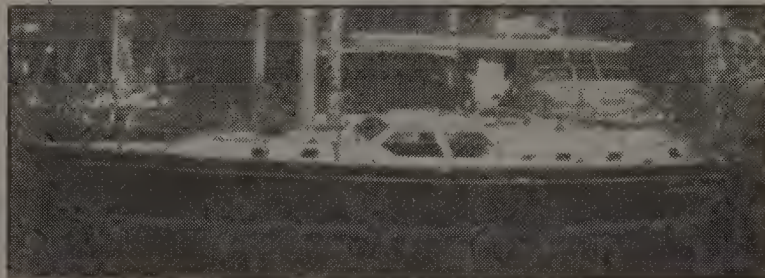
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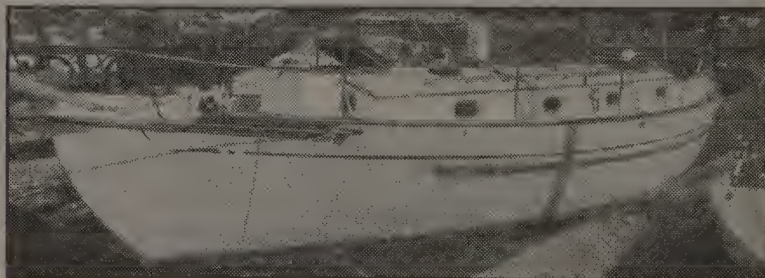
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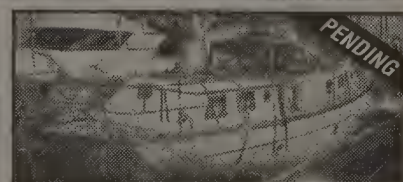
Completely redone by owner. In prime condition. Very spacious. Beautiful hardwood interior. **\$270,000**



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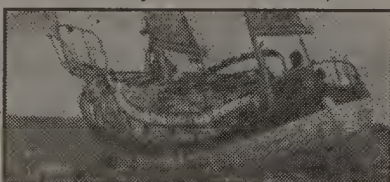


1979 EXPLORER 45 KETCH
Real nice condition. Lots of equipment. **\$129,000**



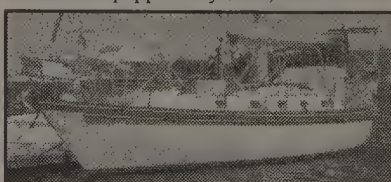
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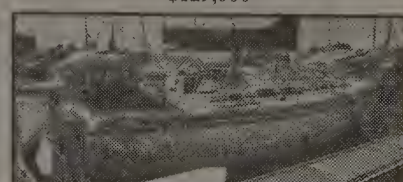
1982 HANS CHRISTIAN KETCH 43

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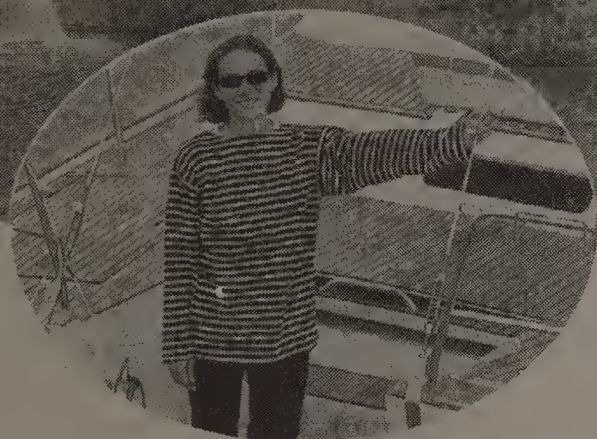
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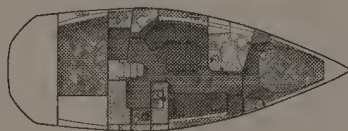


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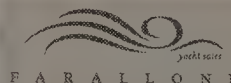
Catalina 470	2000	\$285,000
Catalina 470	2000	\$319,000
Catalina 42 MKI	1989	\$119,000
Catalina 380	2000	\$158,000
Catalina 380	1997	\$159,900
Catalina 36	1984	\$ 65,000
Catalina 34MKII	2001	\$117,000
Catalina 320	1999	\$ 89,000
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Catalina 320	1993	\$ 69,500
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Catalina 30	1979	\$ 24,900
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Ocean Alexander 51	2000	\$795,000
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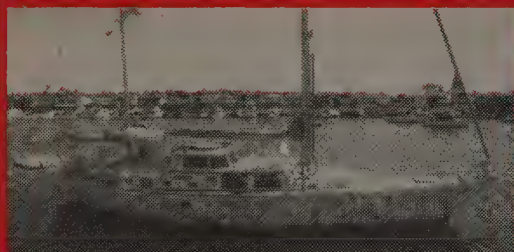
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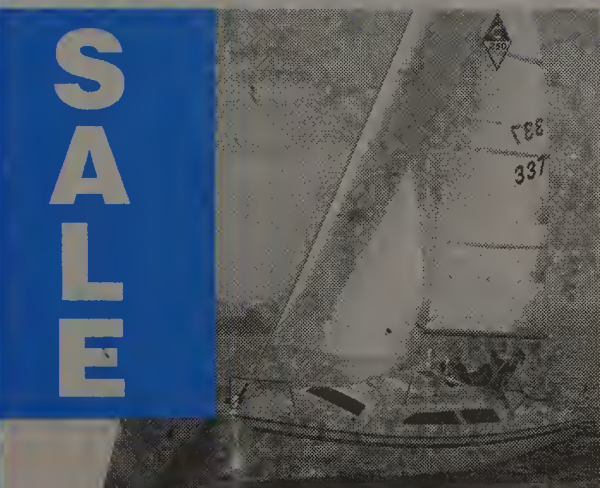
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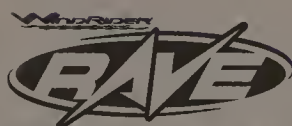
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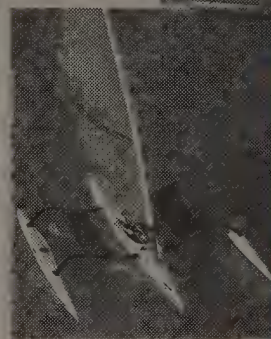


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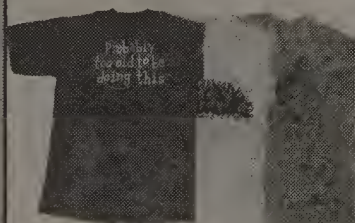
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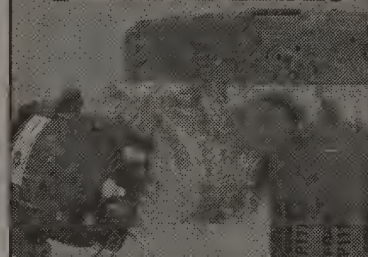


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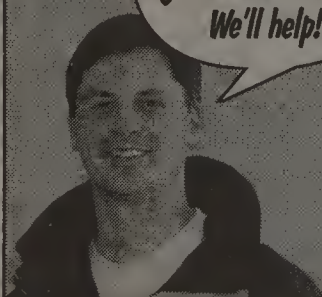
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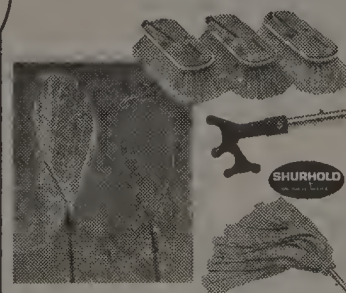
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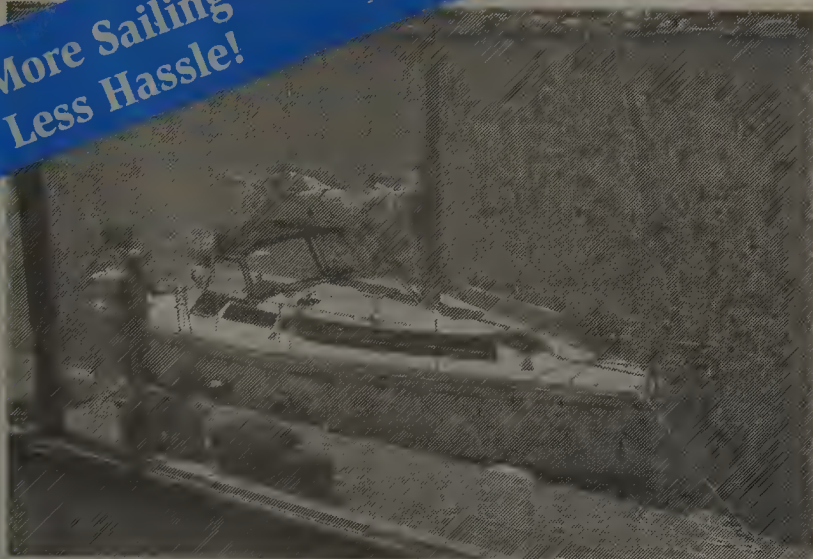
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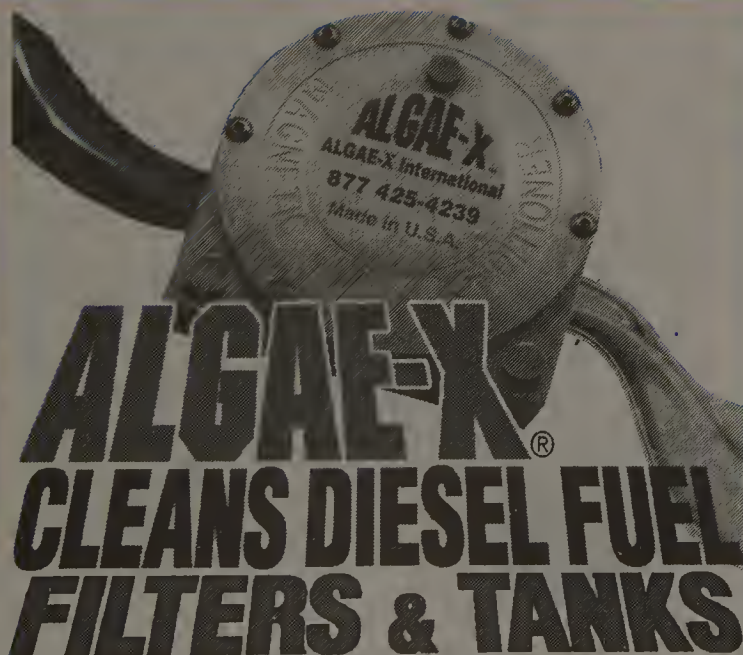
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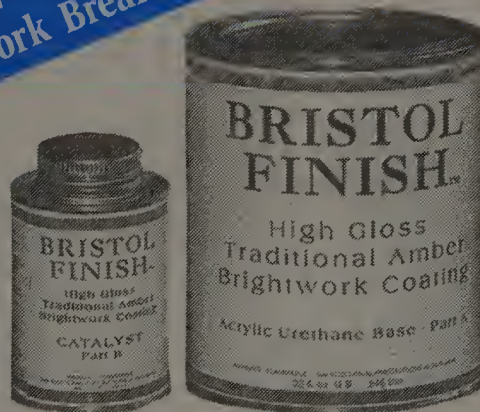
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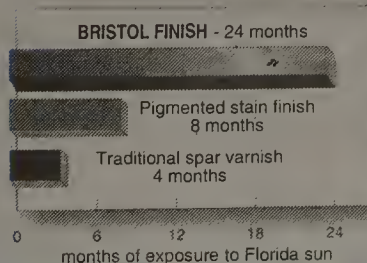
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56' CATAMARAN, 1997

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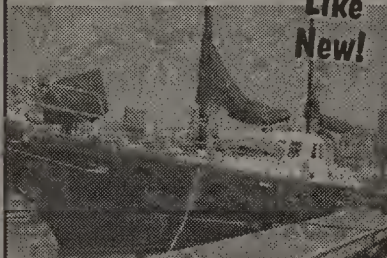
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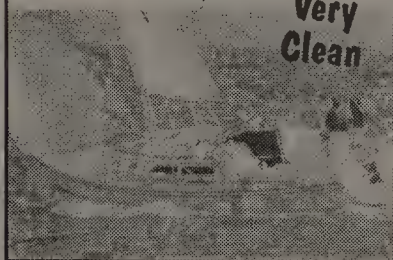
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34' ERICSON, 1989

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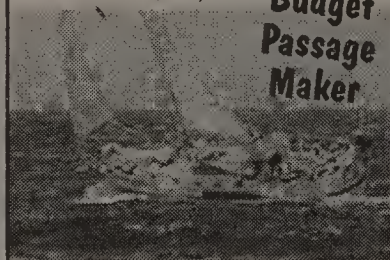
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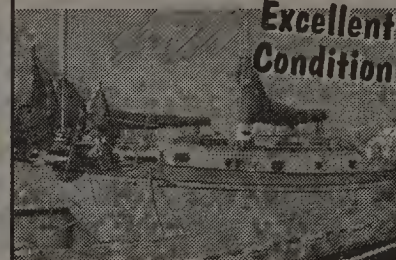
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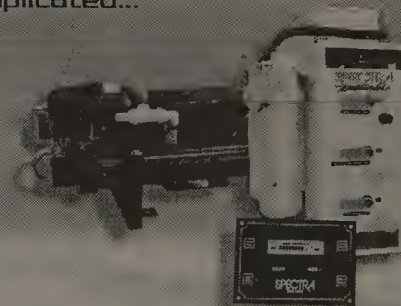
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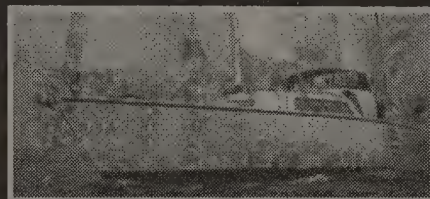
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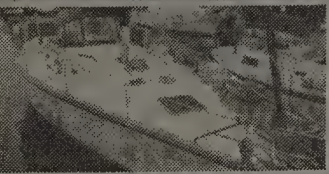
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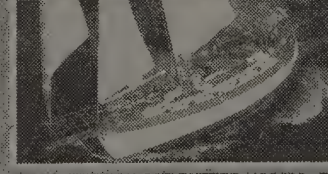
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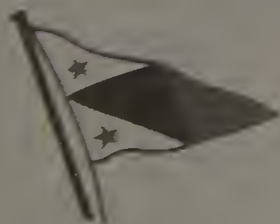
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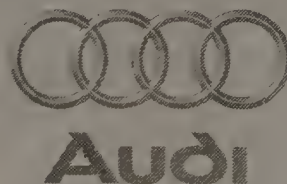
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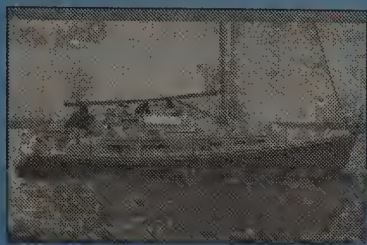
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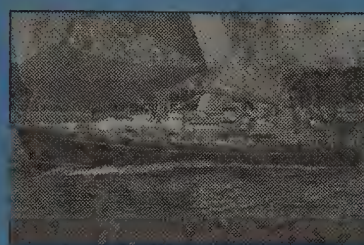
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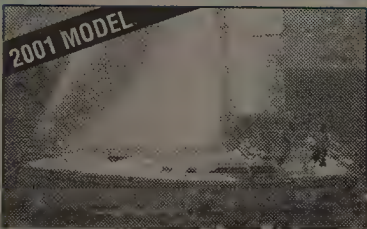
Hanse 34
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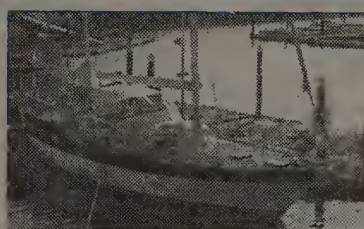
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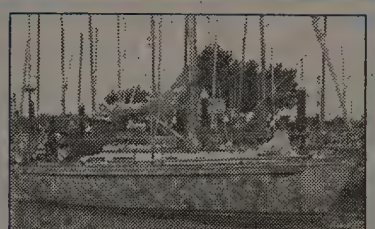
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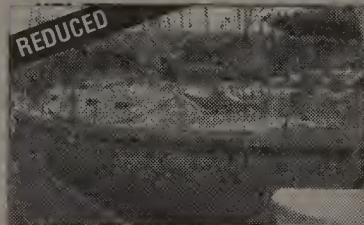
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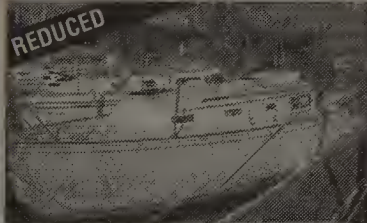
Ohlson 38 \$89,000



CS 36 \$67,500



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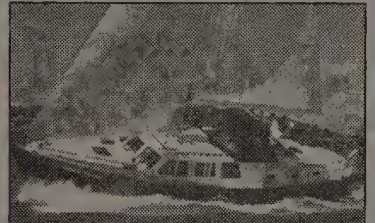
Sabre 34 Mk I \$46,000



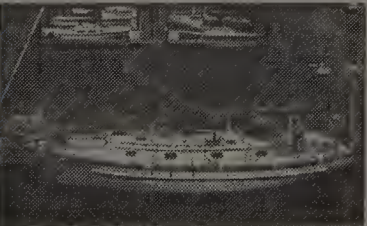
Sabre Targa 34 \$98,000



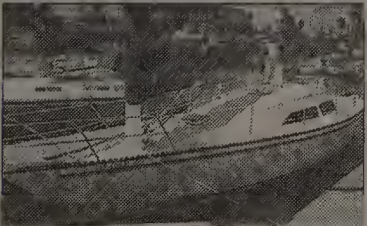
Islander 36 \$38,000



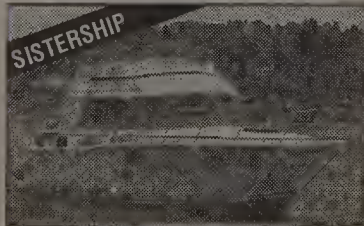
46' Cal 246 \$110,000



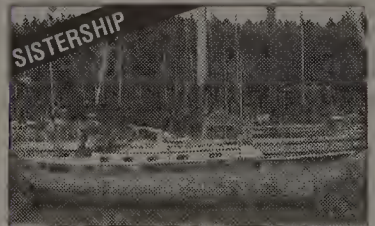
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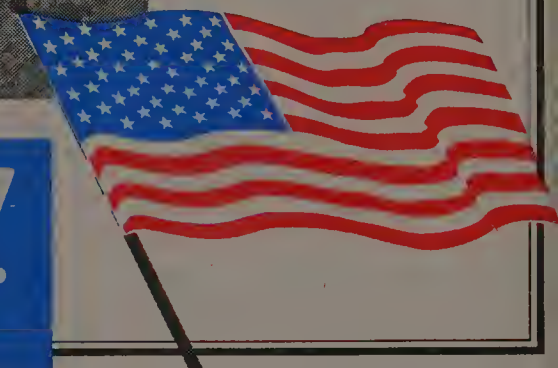


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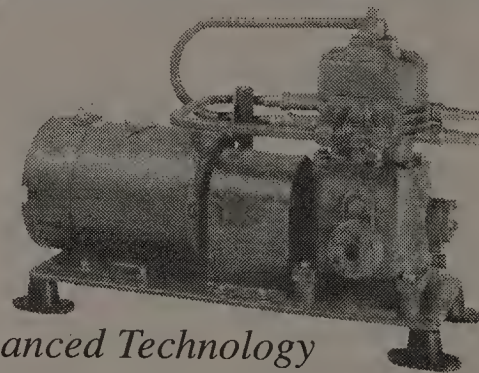
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Aug. 28-Sept. 2 — Sail San Francisco 2002 — "One World, One Ocean." The tall ships are coming for a six-day visit! Info, 447-9822.

Aug. 31-Sept. 2 — Master Mariners' Aquatic Park Raft-Up at the Hyde Street Pier. DeeDee Lozier, (510) 653-8820.

Aug. 31-Sept. 8 — Catalina 30 'Blue Water' Cruise to Monterey. Lloyd Chase, (925) 447-3659.

Sept. 2 & 9 — Marin Power & Sail Squadron Boating Safety Class. For all the details, call Pete White at 382-8109.

Sept. 3-Oct. 17 — USCG Auxiliary Boating Skills and Seamanship classes at Yerba Buena Island, Building 2, third floor. Classes are held Tuesday and Thursday, 7:30-9:30 p.m. Cpt is \$40. Info, (415) 399-3411.

Sept. 7-15 — 31st Annual Fall Boat Show at Jack London Square. NCMA; Info, (510) 834-1000 or www.ncma.com.

Sept. 8 & 22 — Free sailboat rides at Cal SC (Berkeley Marina), 1-4 p.m. Details on www.cal-sailing.org.

Sept. 12 — Single Sailors Association monthly meeting, with Jim Butterworth of Helms Yacht Sales speaking about multihulls. OYC; 6:30 p.m.; free. Info, (510) 273-9763.

Sept. 13-15 — Beneteau Owners' Annual Rendezvous at Isthmus Cove, Catalina Island. Southwestern Yacht Sales; Jade, (619) 224-7784.

Sept. 14 — Encinal YC's Annual Fall Flea Market, 7 a.m. to 1 p.m. Info, (510) 522-3272.

Sept. 14-15 — Third Annual Cheoy Lee Boat Owners Rendezvous at Ayala Cove, Angel Island. Info, (209) 375-6604.

Sept. 16 — Dennis Conner is 60!

Sept. 17 — S.F. Bay Oceanic Crew Group monthly meeting with guest speaker Sue Schmidt, volunteer coordinator for the S.F. Maritime Museum and Hyde Street Pier. Fort Mason Center, Room C-210, 7 p.m., free. Info, 456-0221.

Sept. 19 — Circumnavigator Pat Henry, author of *By the Grace of the Sea*, will speak at Encinal YC at 7:30 p.m. Info, (510) 522-3272.

Sept. 20-22 — Hunter Owners Annual Rendezvous at Isthmus Cove, Catalina Island. H&S Yacht Sales; Teresa, (310) 822-9814.

Sept. 21 — Coastal Clean-Up Day, 9 a.m. to noon at a beach near you. Info, www.oceanconservancy.org/ICC.

Sept. 21 — Oakland YC's Annual Flea Market, 8 a.m. to 2 p.m. Info, (510) 522-6868.

Sept. 21 — Full moon on a Saturday night.

Sept. 21 — Cruiser's 'Hands-On' Liferaft Seminar at Sal's Inflatables (Alameda), 9 a.m. to noon. Space is limited; call (510) 522-1824 for reservations.

Sept. 22 — Jazz and Spaghetti at the Chapel and Guard House on Angel Island, a benefit for the Angel Island Association. Sail to Quarry Beach or Quarry Point and take a free water taxi in to the event. Tickets (\$40) are limited. Info, 435-3522.

Sept. 27-29 — NorCal Westsail Rendezvous at San Leandro Marina. Randy Leasure, (650) 704-2104.

Sept. 28 — Santana 22 Cruise to Angel Island. Meg Dwyer, (510) 482-8226.

Sept. 28-29 — Islander 36 Cruise to Coyote Point YC. Charles Hodgkins, (510) 865-9045.

Sept. 29 — Encinal YC Open House for prospective members, 3-5 p.m. Info, (510) 522-3272.

Oct. 5 — Marine Swap Meet at Chula Vista Marina, 7 a.m. to 1 p.m. Info, (619) 691-1860.

Oct. 5-6 — Fifth Annual All-Catalina Rendezvous at Ayala Cove, Angel Island. All Catalinas welcome. Bill Eddy, (925) 820-7370.

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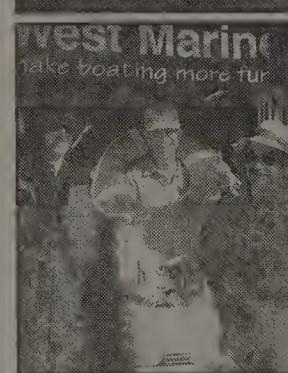
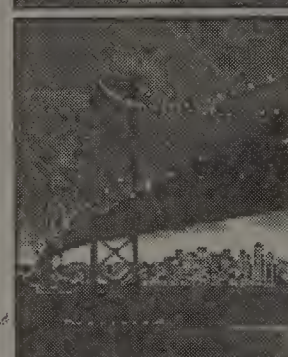
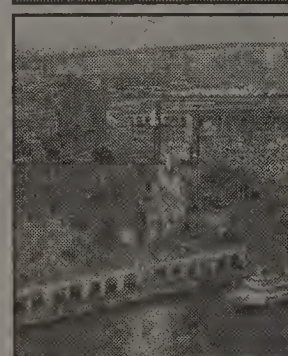
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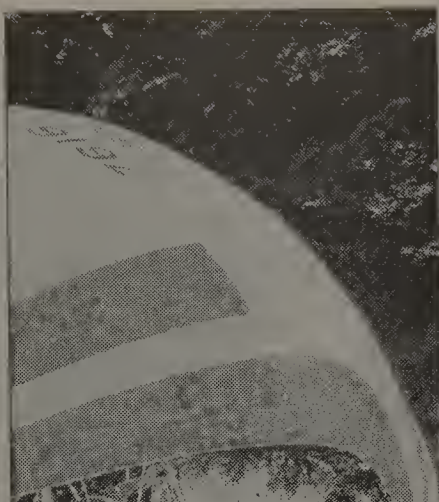
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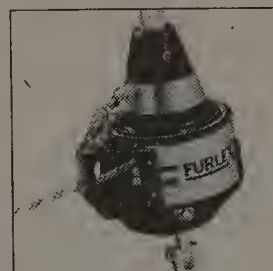
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Oct. 9 — Latitude 38's Mexico Crew List Party at Encinal YC, 6-9 p.m. Guaranteed fun. Info, www.latitude38.com.

Oct. 12-13 — Master Mariners Cruise to Drake's Bay. Bob Rogers, 364-1656.

Oct. 12-13 — 10th Annual Northern California Women's Sailing Seminar. IYC, (510) 521-2980.

Oct. 27 — Daylight Savings Time ends.

Oct. 28-29 — Ninth Annual Baja Ha-Ha Rally. Info, www.baja-haha.com.

Racing

Aug. 30 — Windjammers Race — downwind to Santa Cruz! SCYC, (831) 425-0690.

Aug. 30-Sept. 1 — 29er Nationals/Byte PCCs. Richmond YC, (510) 237-2821.

Aug. 31 — Jazz Cup, co-hosted by South Beach YC and Benicia YC. SBYC, 495-2295.

Aug. 31-Sept. 1 — NOOD Regatta. Invited classes are SC 52s, Farr 40s, J/120s, Schock 40s, Beneteau 40.7s, Express 37s, J/35s (North Americans), 1D-35s, J/105s, Express 27s, Melges 24s and J/24s. StFYC, 563-6363.

Sept. 1-9, 1982 — It Was Twenty Years Ago Today, from a Sightings piece called "Etchells Worlds":

The Etchells 22 class held their world championship on the Bay September 1-9. The 30-footer, named for its designer, Skip Etchells, and its waterline, 22 feet, is a long, sleek sloop, one of several that came out of a search for a new Olympic three-person boat, held in 1966 and 1967. Skip Etchells, from Connecticut, designed and built the boat just before the trials and proceeded to win 18 of the 23 races held in Europe. Nevertheless, the sponsoring International Yacht Racing Union chose the 27-foot Soling because they already had a national organization backing the boat.

The Etchells' performance did not go unnoticed, and fleets began to spring up, especially in the U.S. and Australia. Those two nations were the most evident at the 1982 World Championship, sponsored by the St. Francis YC. There were 23 American teams, including seven from the local S.F. Bay fleet, and 15 from Down Under. Hong Kong had three entries to round out the field.

In the end, the winner was Dave Curtis, a sailmaker from Marblehead, Massachusetts. Curtis had sailed on the Bay once before: back in 1972, he competed in the Soling class trials for the Olympics. That was the year it blew like hell and several boats sank on the Berkeley Circle. Curtis ended up tenth. At the Etchells Worlds, however, the wind was 'only' 18 to 25 knots, and the round-faced New Englander emerged victorious. "I like it much better this time," he said with a sunburned smile.

Sept. 2-7 — 18 Skiff International Regatta. About a dozen of these wildly-overcanvassed 18-footers will race directly in front of St. Francis YC in a race course designed for maximum crash and burn action. StFYC, 563-6363.

Sept. 7 — 30th Centennial Trophy, a low-pressure tour of the South Bay. San Leandro YC, (510) 351-3102 or www.sanleandroyc.org.

Sept. 7-8 — Dolphin Cup for Moore 24s and Olson 30s. Monterey Peninsula YC; Niels Andrews, (831) 595-3233.

Sept. 7-8 — Match Race Invitational in Express 27s to determine who represents the north in the Match Race Invitational in Long Beach on Nov. 2-3. Info, (916) 776-1836.

Sept. 8 — Day on Monterey Bay, benefitting Big Brothers/Sisters. SCYC, (831) 425-0690.

Sept. 8-15 — 12th Biennial Swan Cup, hosted by the Yacht Club Costa Smeralda in Porto Cervo, Sardinia. About 100

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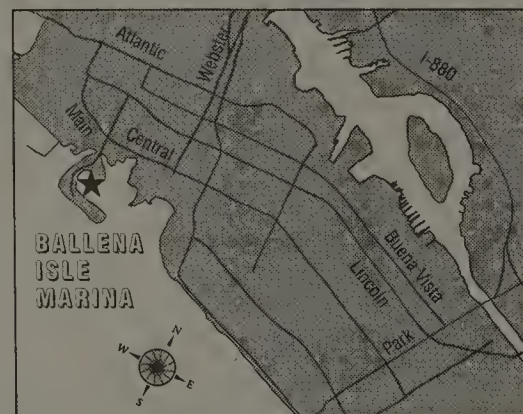
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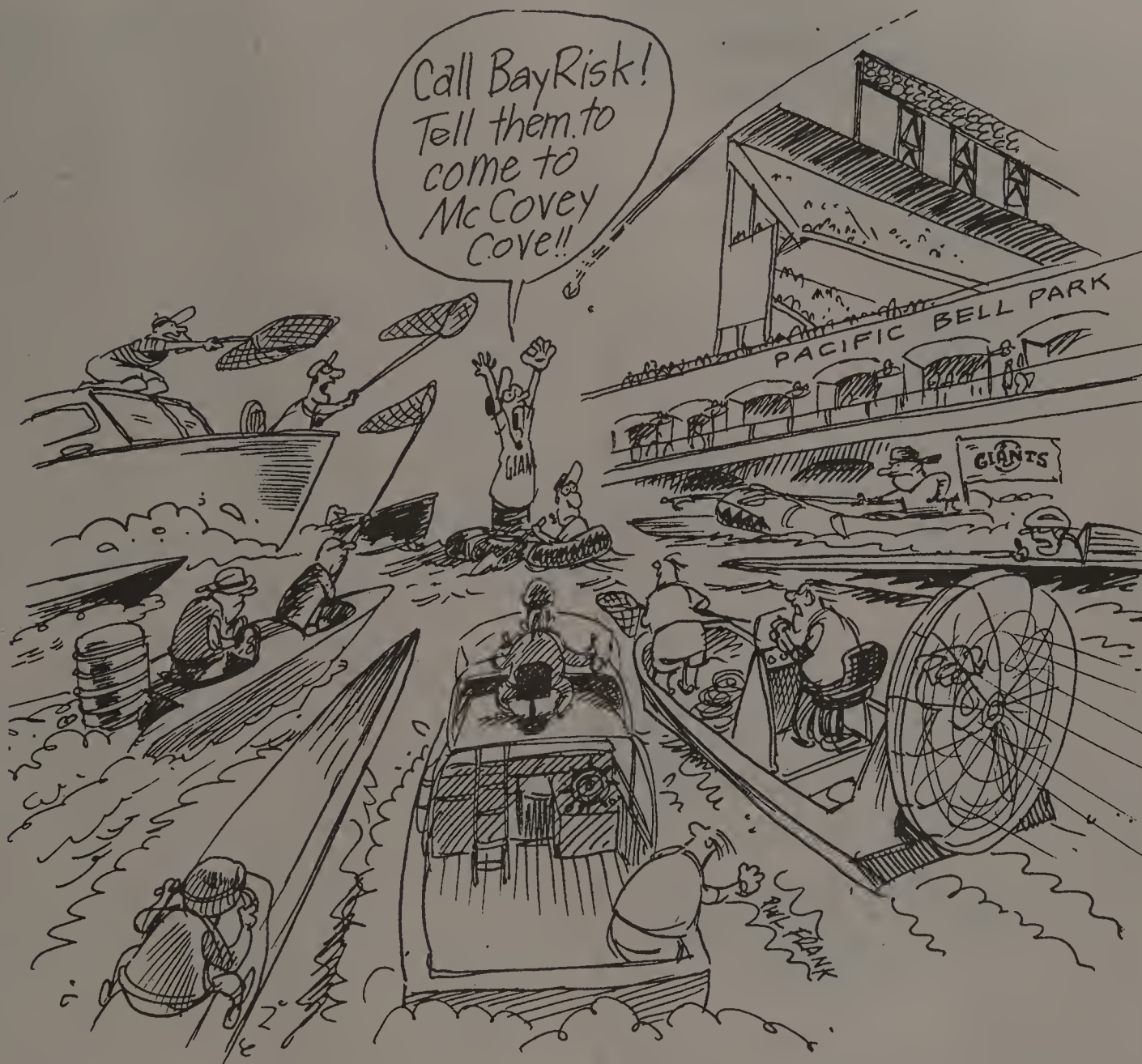
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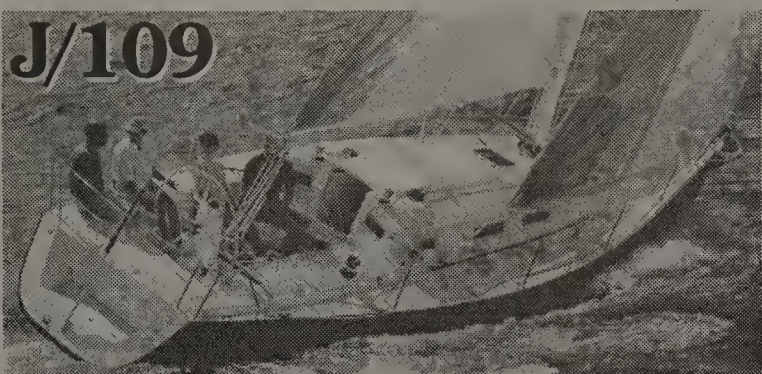
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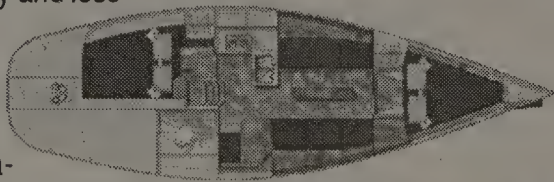
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CALENDAR

elegant Swans are expected for this lavish event. Info, www.swancup.com.

Sept. 12-15 — St. Francis Big Boat Series, presented by Rolex. See *Race Notes*. StFYC, 563-6363.

Sept. 14 — Interclub Race #6, the last one of the season M.L. Higgins, (510) 748-0289.

Sept. 14-15 — West Marine Fun Regatta at Santa Cruz YC. Open to all kids, 8-1. Info, (831) 425-0690.

Sept. 15 — Annual Women's Invitational Regatta for women members of Corinthian YC and all graduates of their Women's Sailing Seminars. Jane Elkins, 806-4263.

Sept. 15 — Start of the Around Alone Race. The first of five legs will be a 2,930-mile race to Torbay, England. Currently, 14 boats are entered, though less may actually start. We'll be rooting for Californians Bruce Schwab (*Ocean Planet*) and Brad Van Liew (*Tommy Hilfiger*). See preview article in this issue. Info, www.aroundalone.com.

Sept. 18-20, 1992 — Ten Years After, from our article called "Big Boat Series '92 — Rattle n' Hum":

Eleven ULDB 70s sailed out to the start of their abbreviated five-race, strictly Cityfront series on Friday (the sleds didn't want a four-day regatta, nor did they want to sail on the less desirable North Course — and what the sleds want, they get). It was an historic gathering, the largest sled convention other than the recent Alessio Race ever seen on the Bay.

It was also short-lived. Tuning up beforehand, the Andrews 70 *Victoria's* brand new Omohundru-built mast inexplicably broke off six feet from the top — an inauspicious beginning for that Costa Mesa company's first venture into aluminum spars (previously, in a joint venture with SparCraft, they supplied the carbon fiber sections for America's Cup masts). It was a tough blow for owner Mike Campbell, who had hustled to get a rig in the boat after losing his first one in the Alessio Race. Luckily, after an all-nighter at Svendsen's, *Victoria* was back racing the next day.

But back to Friday, September 18: Ron Love, driver of *Blondie* and recently-hired salesman for Omohundru, probably wished he'd stayed in bed. In the first race, they were hit twice (by *Evolution* and by a J/105 at one of several unfortunate mixed-class mark roundings), but those minor fender-benders paled in comparison to what came next. In the second race, while playing 'pinball' up the Cityfront, *Blondie*, on starboard, took a wicked, no-deflection T-bone shot from the aluminum-hulled *Maverick*.

Thankfully, no one was hurt, though *Blondie* — ironically sailing her last buoy race under owner Peter Tong, whose new SC 70 will be hatched from the chicken coop in January, was knocked out of the Series, messed up to the tune of somewhere around \$75,000. It's hard to say who had the worst day: Campbell, Tong, Love, *Maverick* driver Ed 'Cap'n Crunch' Lorence, or — quite probably — Brett Gregor, the insurance underwriter for most of the sleds.

The carnage in the sleds continued unabated the next day, with halyards popping and .6 poly spinnakers disintegrating despite winds that never exceeded the mid-20s. Both *Taxi Dancer* and *Evolution* hit the bottom off the entrance to the St. Francis Yacht Harbor, the latter hard enough to stop her dead, ripping the stern pulpit off and bending all the port-side stanchions.

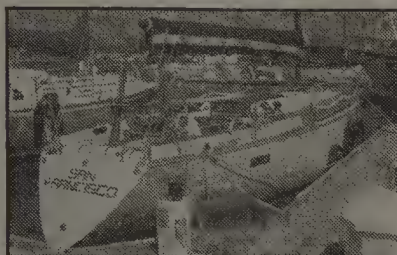
Sept. 20-22 — Catalina 34 Nationals, a four-race non-spinnaker event hosted by GGYC. Bill Eddy, (925) 820-7370.

Sept. 20-22 — 20th Express 27 Nationals. RYC; Jason Crowson, (510) 233-0023.

Sept. 21 — Fall One Design #2. SCYC, (831) 425-0690.

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53' Santa Cruz 52, '00, Impulse*	829,000
53' Swede 55, '83, Kyte	130,000
53' J/160, '96, Bushwacker*	649,000
53' Santa Cruz 52, '99, Triumph*	790,000
46' J/46, '01, Linnray*	569,000
45' Morgan 454, '84, Aade*	Pending 116,000
43' J/130, '96, Easy**	285,000
41' Bianca 414, '80, Sundog	65,000
41' Jeanneau, '89, Trouvera*	135,000
41' C&C Custom, '84, Brava**	105,000
40' J/120, Hull #153	New Boat
40' J/120, '00, Grace Dances*	279,000
40' J/120, '99, Hot Rod Dolphin*	249,000
40' J/120, '95, Indigo*	199,000
40' J/120, '99, Guero*	Pending 246,000
40' J/120, '98, Jyuing,	215,000

40' Wilderness, Geronimo**	Pending 50,000
38' Tartan 3800 OC, '99, Torrent	239,000
38' Tartan 3800, '97, Gusto*	Reduced 229,000
36' Sweden, '84, Joystick**	104,000
35' One Design, KT's Choice*	108,000
35' One Design, '99, Rigel*	Reduced 78,500
35' J/105, '01, Peregrine*	Pending 140,000
35' J/105, '01, Agua Diablo*	Sold 124,900
35' J/105, '96, Konza	109,000
35' J/105, '84, Xtreme**	New Listing 99,500
35' J/105, '92, Veloce	Reduced 87,500
35' J/35, '88, Predator*	Pending 76,800
35' J/35, '91, Assagai**	New Listing 74,000
35' J/35, '88, Jabiru	Pending 53,000
35' J/35, '85, Uncle Bill*	59,000
35' J/35, '85, Blue Streak**	49,500
35' J/35, '85, Jammin**	67,500
35' J/35, '85, Pazzo**	59,000

35' One Design 35, '00, Electra*	120,000
35' Hallberg-Rassy, '77, Dragonfly**	53,500
33' Synergy 1000, '99, Hull #2**	65,000
30' J/92, '97, Zephyr	New Listing 62,500
30' J/92, '97, Coyote*	Reduced 59,000
30' J/30, '82, Jayhawk**	Pending 29,900
30' J/30, '79, Slingshot**	Pending 26,000
30' J/30, '84, Celebration**	New Listing 29,000
29' Davidson 29, '85, Kokopeli**	New Listing 52,000
29' J/29, '84, Jolly J*	25,000
26' J/80, Hull #445*	New Boat
24' Maxum 2400 SCR, '01,	32,000
24' J/24, '84, Jungle Love**	22,000
24' J/24, '77, Mickey Mouse**	12,500



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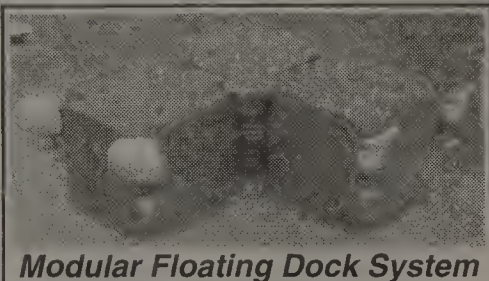
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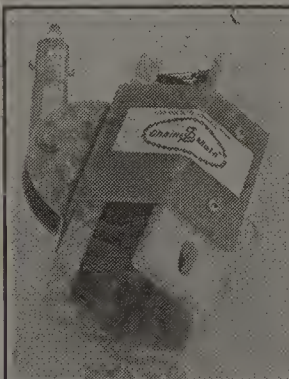
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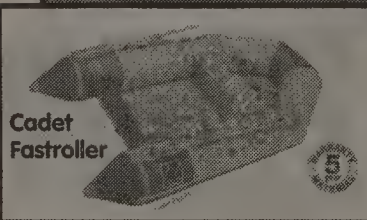
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main and genoa.



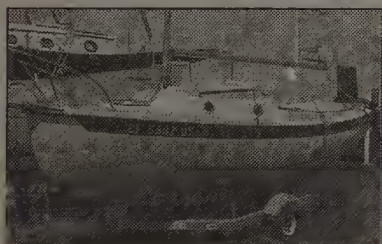
COM-PAC 25, 1997...\$54,999
Powerful and luxurious, this boat
comes with a trailer and 12hp diesel.
Lots of teak and bronze. This is a big
25. With main and genoa.



O'DAY 23, 1978...\$6,500
Great family cruiser with a trailer and
a HUGE sail inventory. Two mains, jib,
two genoas, and a 7.5hp Honda four-
stroke! Tahoe here we come.



23' SANTANA 2023, 1994...\$13,500
Newer, fast cruiser with a main, jib,
genoa, and a 15hp Mariner.



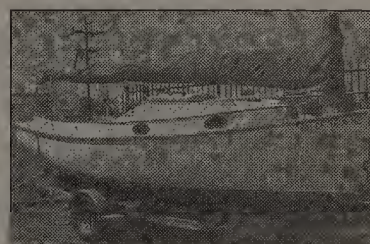
COM-PAC 16, 1989...\$6,750
Very clean! Comes with trailer.
A must see.



MONTGOMERY 17, 1985...\$8,500
Main, jib, genoa,
4.5 hp Evinrude.



O'DAY 22, 1980...\$4,950
Very popular boat with trailer,
main, jib, genoa and a 7.5hp
Honda four-stroke.



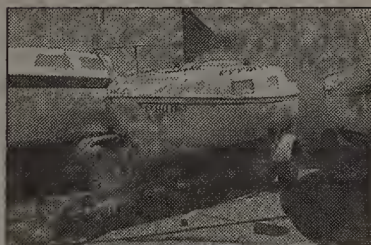
MENGER CAT 19, 1993...\$27,000
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COM-PAC SUN CAT 17, 2001...\$16,995
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VICTORY 21...\$1,850
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SAN JUAN 21, 1978...\$3,100
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Sept. 21-22 — Folsom Lake YC Fall Regatta/Banshee PCCs. Jim Moodie, (916) 729-8418.

Sept. 22 — Fall SCORE/Doublehanded #2. SCYC, (831) 425-0690.

Sept. 22 — Women's Skipper Regatta, a benefit for the Sausalito YC junior program. Erin Stypulkoski, 331-1773.

Sept. 25-29 — Mallory Cup, the U.S. Men's Sailing Championship, in J/24s. Bahia Corinthian YC (Corona Del Mar), (949) 644-9530.

Sept. 27-29 — Melges Gold Cup. StFYC, 563-6363.

Sept. 28-29 — OYRA/CYC Drakes Bay Race. YRA, 771-9500.

Sept. 28-29 — Totally Dinghy Regatta, hosted by RYC and open to all dinghies. Gail Yando, (510) 232-6310.

Oct. 1 — Start of the Louis Vuitton Cup in Auckland: nine challengers representing six countries will face each other in the Challenger Trials to determine who will sail against New Zealand in the America's Cup. Info, www.lvc.com.

Oct. 3-6 — Lloyd Phoenix Trophy, a Catalina 37 fleet racing event to decide the U.S. Offshore Sailing Championship. Will Area G be represented? Long Beach YC, (562) 598-9401.

Oct. 4-6 — International Masters Regatta, a J/105 regatta for 'silver foxes' featuring such luminaries as Dave Irish, defending champ John Jennings, Bruce Kirby, Keith Musto, Lowell North, and host Don Trask. StFYC, 563-6363.

Oct. 5 — ODCA Champion of Champions at Richmond YC in DeWitt Dinghies. YRA, 771-9500.

Oct. 5 — PICYA Youth/Chispa Regatta at Encinal YC, rescheduled from August. Daphne Owen, (916) 776-1836.

Oct. 5-9 — Adams Cup, the U.S. Women's Sailing Championship, in J/24s. San Francisco YC, 789-5647.

Oct. 12 — OYRA/RVC Junior Waterhouse, the last ocean race of the season. YRA, 771-9500.

Oct. 12 — Wallace Cup, a PHRF race for East Bay yacht clubs. OYC, (510) 522-6868.

Oct. 12-13 — El Toro Stampede. RYC, (510) 237-2821.

Oct. 12-13 — Fall One Design Regatta for Etchells, Express 27s, Melges 24s, J/24s, Wylie Wabbits, and Santana 22s. SFYC, 789-5647.

Oct. 19 — Yankee Cup, a one-day, three-race regatta for HDA season champs hosted by IYC off the GGYC race deck. YRA, 771-9500.

Oct. 19-20 — SSS Vallejo One-Two, the end of the short-handed sailing season. Synthia Petroka, (408) 929-7217.

Oct. 26-27 — Great Pumpkin Regatta, this year with a Jaws theme. RYC, (510) 237-2821.

Oct. 31-Nov. 2 — Isla Navidad Race, a 1,178-mile dash from Long Beach to Navidad co-hosted by LBYC and NHYC. Mike Nash, (714) 540-6060, ext. 129.

Nov. 2-9 — Dry Creek Vineyard 16th Annual Pro Am Regatta at the Bitter End YC in the BVI. Info, (800) 872-2392, or www.beyc.com.

Jan. 20-24, 2003 — Terra Nova Trading Key West Race Week. See www.Premiere-Racing.com.

Remaining Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness, second half: 9/2, 9/16. John Super, 243-0426.

BENICIA YC — Thursday Race Series through 9/19. Joe Marra, (707) 748-1235.

BERKELEY YC — Friday Night Races through 9/27. Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Friday Night Series. Every Friday Night through 9/6. CYC, 435-4771.

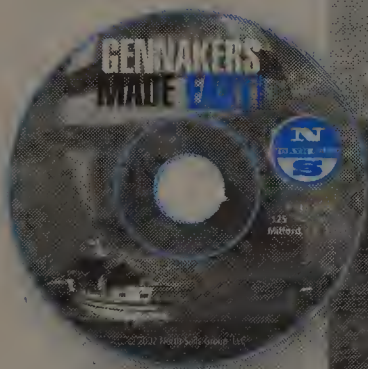
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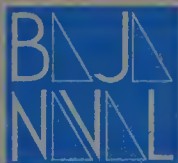
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Oct. 9 — Mexico Only Crew List
& Ha-Ha Party at Encinal YC
Oct. 27 — Skippers' Meeting &
Costume Kickoff Party
Oct. 28 & 29 — Start of Leg One
Nov. 8 — Cabo Beach Party
Nov. 9 — Awards

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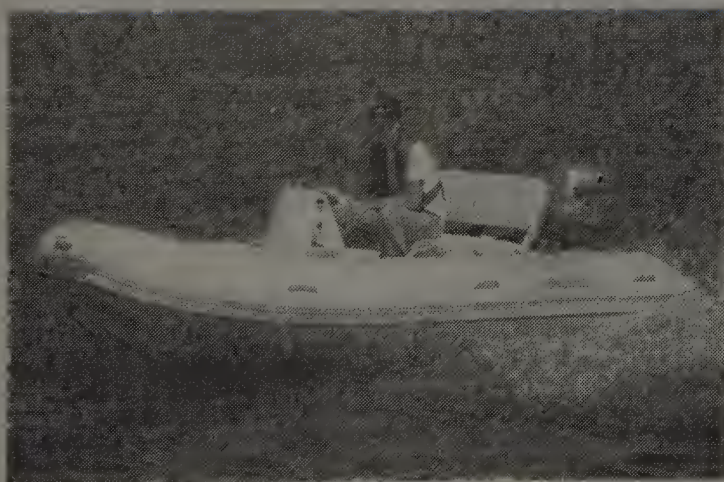
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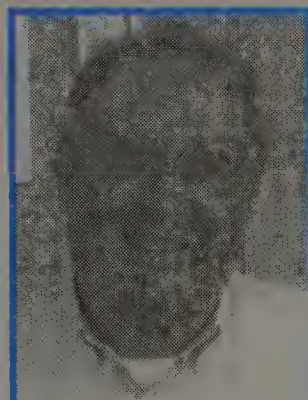
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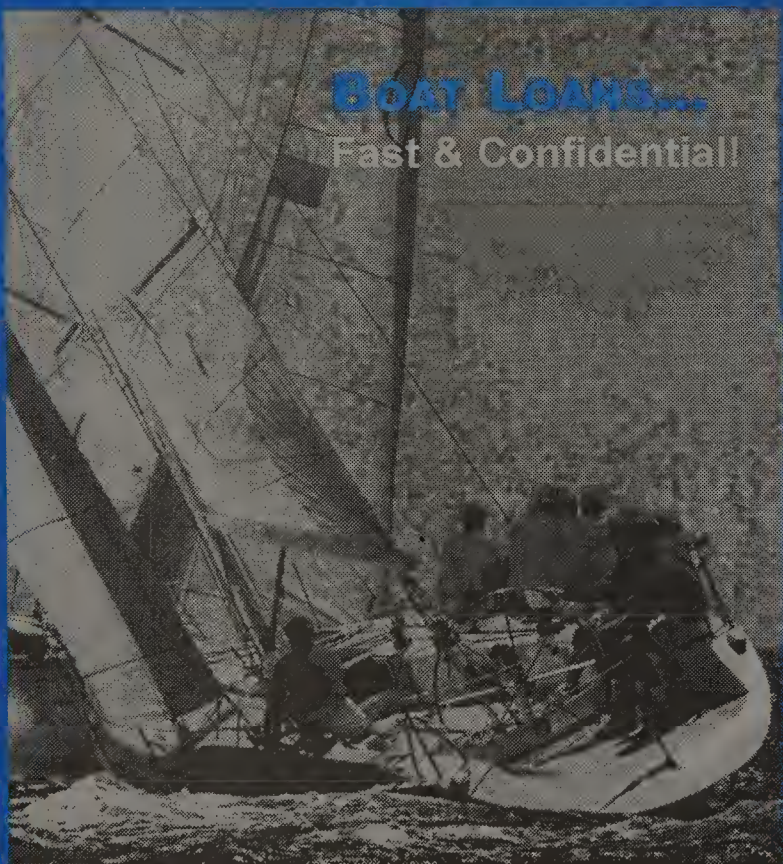
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CALENDAR

of October. Mike Finn, (408) 267-7359.

ENCINAL YC — Friday Night Twilight Series, second half: 9/13, 9/27. Les Raos, (925) 930-0247.

FOLSOM LAKE YC — Wednesday Night Fun Races through 9/25. John Poimiroo, john@poimiroo.com.

GOLDEN GATE YC — Friday Nights: 9/6, 9/13. Chris Joyce, 821-4467.

ISLAND YC — Friday Nights on the Estuary: 9/6, 9/20, 10/4. David Hand, (925) 820-5637.

MONTEREY YC — Wednesday Nights through 9/25. PHRF and Shields racing. MPYC, (831) 372-9686.

OAKLAND YC — Sweet 16 Series. Every Wednesday through 9/18. George Gurrola, (510) 843-9417.

RICHMOND YC — Wednesday Nights: 9/4, 9/18. Eric Arens, (510) 841-6022.

SAN FRANCISCO YC — Family Dinghy Series. Wednesday Nights through early September. Quentin, 435-9525.

SANTA CRUZ YC — Every Wednesday during daylight savings time. Larry Weaver, (831) 423-8111.

SAUSALITO YC — Tuesday Sunset Series, second half: 9/10, 9/24. Tim Prouty, 331-9147.

SEQUOIA YC — Every Wednesday Night through 10/9. John Farnsworth, (650) 366-9911.

SIERRA POINT YC — Tuesday Night Races through 10/8. Parks Phelps, (650) 952-0651.

SOUTH BEACH YC — Friday Night Series: 9/6. Joel Davis, 999-1019.

VALLEJO YC — Every Wednesday Night through 9/25. Bill Thomas, (707) 643-1254.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

September Weekend Currents

date/day	slack	max	slack	max
8/31Sat	0239	0529/1.9F	0859	1059/1.3E
	1358	1709/1.5F	1954	2326/3.3E
9/01Sun	0346	0646/2.1F	1012	1205/1.2E
	1520	1815/1.5F	2059	
9/02Mon		0027/3.6E	0447	0754/2.6F
	1114	1311/1.4E	1632	1918/1.8F
	2203			
9/07Sat	0144	0451/5.3E	0834	1131/4.4F
	1443	1720/4.0E	2040	2336/4.0F
9/08Sun	0237	0538/5.1E	0915	1210/4.3F
	1519	1804/4.4E	2130	
9/14Sat	0240	0553/3.0F	0910	1116/1.5E
	1441	1724/1.8F	2010	2332/3.8E
9/15Sun	0350	0710/3.0F	1020	1258/1.4E
	1556	1843/1.8F	2119	
9/21Sat	0145	0442/3.9E	0827	1123/3.4F
	1423	1703/3.3E	2037	2328/3.1F
9/22Sun	0227	0516/3.7E	0859	1149/3.2F
	1451	1734/3.5E	2112	
9/28Sat	0049	0349/2.3F	0726	0933/1.6E
	1220	1533/1.5F	1805	2151/3.5E
9/29Sun	0154	0455/2.3F	0835	1033/1.4E
	1333	1636/1.4F	1908	2251/3.5E

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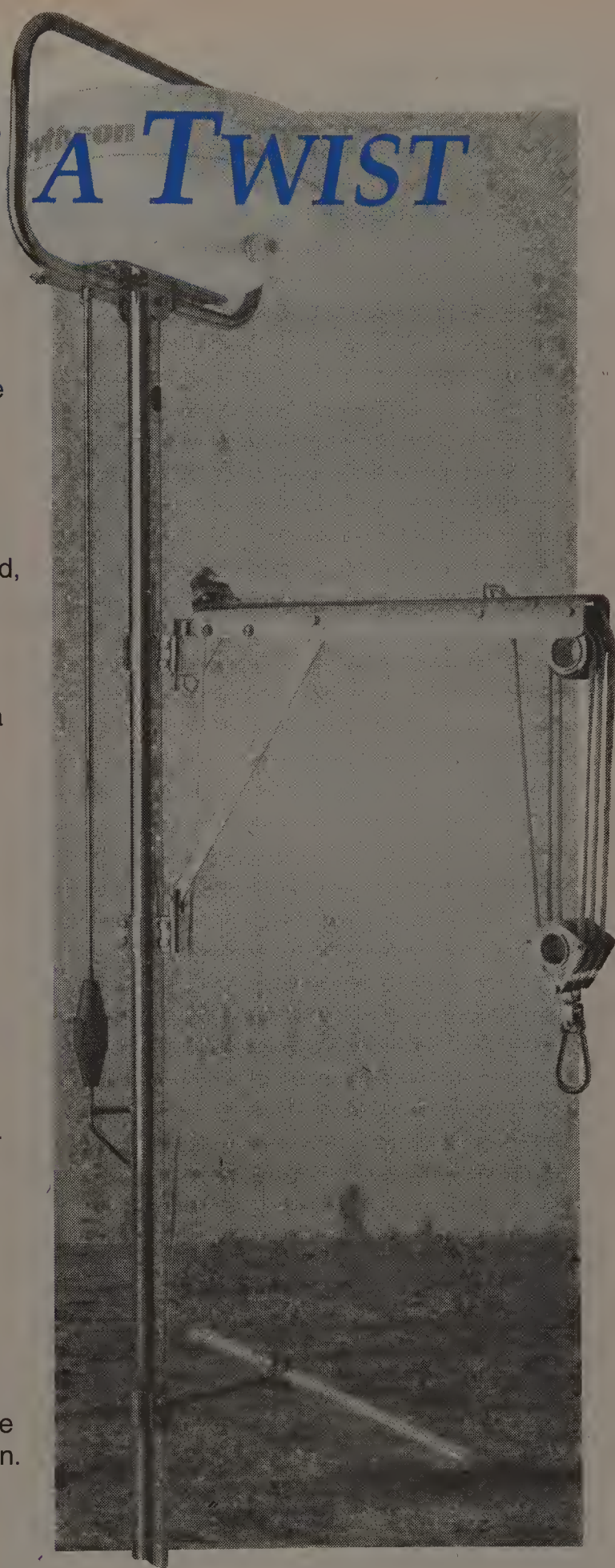
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LETTERS

↑↓ MEXICAN FEES VS CATALINA MOORING FEES

On one of the SSB nets here in the Sea of Cortez this morning, we heard from one of the boats that spent last year cruising



ing Mexico. They are now back up in California and were calling from Catalina. They wanted to make the point that anyone complaining about the \$30 clearing fees

Two Harbors, not as good a deal as Mexico?

in Mexico should consider that this would only buy one night's mooring at Isthmus Cove on Catalina!

**Jimmie Zinn & Jane Hanawalt
Dry Martini, Morgan 383
Loreto, Baja California Sur**

Jimmie & Jane — Fees for the moorings at the Isthmus and at Avalon are as follows: Thirty to 40 feet, \$21. Forty-one to 50 feet, \$25. Checkout time is 8 a.m., so if you arrive on a Friday afternoon and want to stay until Sunday afternoon, you have to pay for three days even though you are only spending two nights. We haven't heard anybody grouching about the prices — probably because they're not being charged \$3/ft/night as some places in the Northeast do. The bottom line is that normal cruising in Mexico is considerably less expensive than normal living in the populated coastal areas of the United States.

↑↓ IT LOST ALL ITS MEMORY

I'm writing in regard to Roger Bohr's letter about the failure of his Garmin model 75 GPS. I had a similar failure with a Magellan model 3000, which I had purchased some years ago. I was never very satisfied with it as it was just a handheld that required the frequent changing of batteries. Then I found out I could buy an adapter that would power the unit from ship's power, and I could have a separate fixed mount antenna. This was a great improvement and the Magellan served well for several years.

Suddenly, however, it lost all memory when I turned it off by turning off the ship's power. After several discussions with the local marine electronics techs and several calls to Magellan, I realized that there was an internal battery that had failed. I could see the battery but I couldn't replace it — because it was soldered in! After much aggravation, Magellan finally repaired it. Several years later, it failed again. Magellan wanted an outrageous price to repair it and replace the battery, so now I just keep the ship's power on — even when the unit is switched off. If I remove it from the boat, I put the AA batteries in it. That keeps it from forgetting where it is.

It appears that some instructions and a method for easily replacing the battery would save a lot of problems. As I thought the matter was strictly a Magellan problem, when my Loran failed I bought a Garmin chart plotter. It works fine, but I wonder if it will have the same problem.

**C. C. 'Shep' Wagoner
Ranger 28, Abaris
Deltaville, Virginia**

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LETTERS

for the money 10 years ago compared to what you get today? It's similar with GPS units. While the old ones normally still work fine, they are inferior in almost every regard — including how quickly they go through batteries.

⚡SAILING AND SWIMMING

I'm writing this letter as a heads up to all racing sailors. Today, August 4, at approximately 11:30 a.m., I witnessed the Farr 40 fleet short-tacking up the breakwater between Pier 39 and Aquatic Park. I was rowing a Whitehall east along the breakwater as the fleet came into the shore to avoid the weakening flood tide. At the same time, a Zodiac was moving west toward Aquatic Park, spotting two female swimmers making for the South End Rowing Club. The spotter Zodiac



LATITUDE / ROB

'O' Is someone swimming among the Farr 40s?

was displaying the 'O' flag — Oscar for man overboard. I saw the Zodiac repeatedly move to protect the swimmers, waving the sailboats away from the area, yet the fleet moved into

the zone where the swimmers were trying to swim for the breakwater for protection. The fleet came to the breakwater with the only apparent concern being to avoid the tide, maintain starboard tack as long as possible, and make minimal way for the powered Zodiac and for me in the Whitehall.

I feel the Farr 40 fleet put two swimmers in jeopardy of serious injury or death. If a swimmer had been struck by one of the boats, I cringe to think of the outcome. The tidal currents at that time and place would have swept away an injured swimmer, likely under the water's surface, and possibly out of the protective umbrella of the two people in the spotter boat. The tragedy of such an avoidable accident would have been utterly devastating.

I am a sailor and have raced my boat many times up the Cityfront against a flood tide. I knew what the fleet was doing, and although I had to maneuver to avoid boats, I did not feel personally threatened. The spotter Zodiac and the swimmers however, had no idea why these boats were so close to shore, and why the boats did not give way to the swimmers and two smaller boats.

I am confident the fleet did not intend to put the swimmers in jeopardy. Indeed, I think the fleet did not even know there were swimmers in the water.

The San Francisco Yacht Racing Association needs to be informed about the incident. Let this serve to remind us that San Francisco Bay has many users from swimmers to huge commercial vessels. We should err on the side of caution, particularly when racing, because we can become so focused on our own little world in the fleet and how to go fast.

I assume the Oscar flag is the proper flag to display when spotting swimmers. I assume the proper action by any vessel encountering such a flag is to tack away immediately. If my assumptions are incorrect, please let me, the YRA fleet, and people spotting for swimmers know what the proper procedures are.

Joe Boone
San Rafael

Joe — We're great admirers of swimmers, surfers, kite sail-

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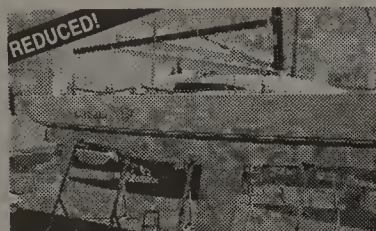
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LETTERS

ors, sailboarders, all forms of rowers and fishermen — everybody who enjoys the Bay except for idiots on jet-skis. With a little bit of cooperation, we think there is plenty of room for everybody.

When you say the Farr 40s "moved into the zone" of the swimmers, we're curious about what you mean. Would that be a circle of 150 feet, 75 feet, or 15 feet? What's close seems to be extremely subjective.

We're also curious about the qualifications a person must have to be the operator of a spotter vessel for swimmers, and what equipment the vessel is required to carry. Since the operator is presumably there to protect the lives of the swimmers, we think at the very least he/she should be familiar with how vessels commonly operate on the Bay in order to prevent potentially dangerous situations from developing. In addition, we would hope that a spotter vessel would be identified by more than just a small 'Oscar' symbol — perhaps a large banner or flag with the international symbol for a swimmer or the well-known symbol of a diver. If we were operating a spotter boat, we'd insist that the boat be equipped with a megaphone and a number of air horns. That way if a fleet of sailboats tacking up the Cityfront looked as though they might endanger one of our swimmers, they'd damn well know about it through a combination of visual and audio warnings.

With a little bit of forethought and planning, there's no reason that swimmers and sailors can't happily and safely coexist on San Francisco Bay. We hope representatives from both groups get together to work out the details before anyone gets injured unnecessarily.

↑↓PLAYBOY AND SAILBOY

Maybe you could make a deal with Playboy. If they'll promise not to put sailboats on their covers, you'll promise not to put bikini-clad babes on yours.

Michael Shough
San Francisco

Michael — If you're trying to make the silly suggestion that every woman who wears a bikini while sailing in the tropics is a 'bunny' or has a Playmate-like mentality, you don't know what you're talking about. And if you were in any way titillated by the cover, we worry about what kind of effect the covers of Glamour or Women's Fitness must have on you.

↑↓YOU DIDN'T NEED TO DO THAT

This quick note is to say how disappointed I was to see the cover of your August issue! It reminds me of the covers of all those power boater magazines. You don't need to resort to that!

* Julie Partridge
Berkeley

Julie — We suppose we did screw up. Next time we go sailing in the tropics we're going to bring along some sweat suits and blankets to cover up any female crewmembers who might happen to be photographed in the course of sailing. They might die of heat stroke or have their necks snapped as a result of getting the hoods caught in winches, but at least they won't offend any tender Berkeley sensibilities.

Seriously, if you think we 'resorted' to a sexy cover to move magazines you're mistaken. We don't need to resort to anything because we give the magazines away rather than sell them, and there's never enough to go around. We can only assume that you — and some others — picked up a sex vibe that never even registered on our radar. If that's the case, we

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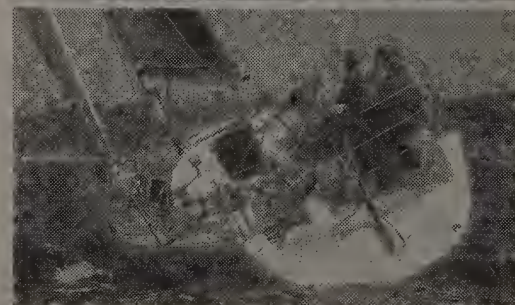


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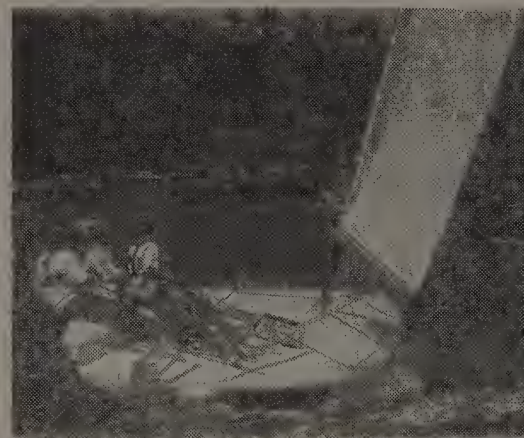
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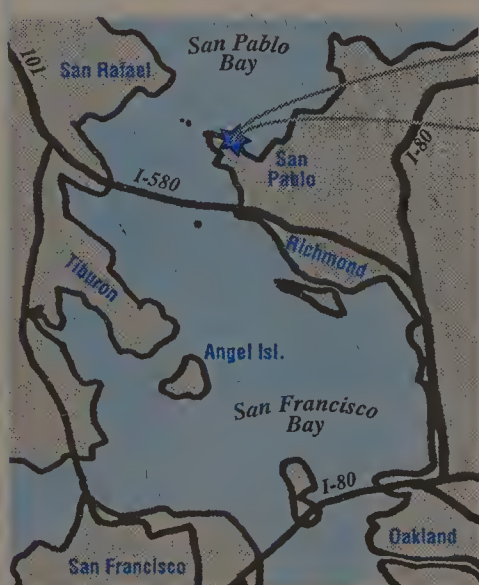


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LETTERS

think the bunch could benefit from a lot more sex on a regular basis.



Since we're on the subject of sex, here's our perspective: As long as it's consensual among non-predatory and non-violent adults, it's good, healthy, and keeps the species going. If young women enjoy getting attention from looking a little sexy, and if guys respond to it in a nonthreatening way, we think that's following Nature's script and are all for it. So get used to it, because it's not going away.

As for the young lady in the photograph, we don't think she was trying to be sexy, she was just wearing what was appropriate for the weather conditions and local customs. Good on her!

⇕NATURE'S CURVES

The cover of the August issue is a nice example of Nature's curves. Good job. Thanks.

Dave Biron
Big Break Marina
Antioch

Dave — We think it would be a slightly better example if the leech weren't quite so strapped.

⇕NO MORE BEAUTIFUL

The cover of the August issue of *Latitude* reminded me of a line penned long ago by Honore de Balzac. In the novel *Old Goriot* he wrote, "It is a true saying that there is no more beautiful sight than a frigate in full sail, a galloping horse, or a woman dancing." To have a beautiful woman dance across your sailboat while it is under full sail is then two out of three. Perhaps one of your readers was handed this issue by a messenger on horseback who had just galloped up.

Anonymous
Alameda

⇕THAT COVER WILL BE LONG REMEMBERED

Great cover! It does exactly what a cover is supposed to do — grab the reader by the jugular and not let go. When I first saw this month's cover, I was totally mesmerized. Wow, I thought to myself, what am I doing here? Being on that boat is a situation that all of us who bust our buns 50 weeks a year, just to experience it for two, dream about.

It was also nice to have something on the cover besides a turbo-sled under full spinnaker blasting across the Bay with a full crew on the rail in their foulies, or a turn-of-the-century woodie with her rail down. Those covers might mean a lot to the individual boatowners, but for the rest of us folks, they tend to run together. On the other hand, August's cover will be remembered for a long, long time. It's nothing sleazy, — some folks will try to make it that — but just warm sun,



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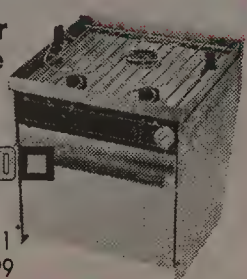


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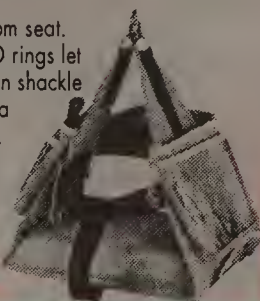
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LETTERS

full sails, and a couple enjoying the sailing life. Albeit they're young and good-looking, which takes us back a few years.

Jack Chalais

Hind Sight

San Francisco

Jack — We know what you mean about the covers with photos of boats all starting to look the same. Next month we're going to mix things up a little by putting an airplane on the cover.

Not to infer anything sleazy, but how did your boat come to be named Hind Sight?

↑↓ DAMN, I SHOULDN'T HAVE DONE THAT!

On the Sunday afternoon of July 28, while sailing the Catalina 30 *Sailbird* a half mile north of Treasure Island, we lost our mast, sails, standing rigging, and assorted other stuff connected to it. Actually, it wasn't really lost as we knew where it was located — hanging over the starboard side of the boat.

The reason the mast came down is for another discussion. The point of this letter is to thank all the anonymous people who came to our assistance — sailors and power boaters alike. It was such a comfort to my crew and me to know that boats were standing by to tow us to safety. I also want to give a very special thanks to the people at Treasure Island Marina, including the staff, tenants, and another couple stranded there without a mast. Your assistance made what could have been a very traumatic experience almost pleasant.

I would also like to publicly apologize to the U.S. Coast Guard for announcing a Mayday over the VHF. As soon as the words were out of my mouth, I thought, "Damn, I shouldn't have done that!" But once it was hanging out there in the airwaves, it was too late. Once I realized everyone was all right, I should have taken a minute to evaluate our situation. I have no excuse other than it was my first dismasting.

Steve Damm

Surfbird, Catalina 30
Northern California

Steve — Don't be too hard on yourself for announcing a 'Mayday', as there have been more serious mistakes and you didn't merely run out of gas. We hope, however, that you quickly informed the Coast Guard that nobody was in immediate danger after all.

↑↓ TOO GOOD TO IGNORE

Glenn Tieman's July letter jogged my old cruising brain cells about him. While anchored at Kosrae Island in Micronesia in 1987, a 26-ft home-brew catamaran named *Peregrine* sailed in. Aboard was a singlehander, cruising in the simplest mode known to man — which means that Glenn subsisted on bananas, coconuts, and the occasional splat of rice. Knowing that singlehanders are not only short on vitamins and minerals, but also real people to converse with, we invited him aboard for a meal. He was not your typical singlehander — the glassy-eyed loner who talks to bulkheads — but a great conversationalist. We learned that while he'd been at U.C. Santa Cruz, he'd had a very unusual specialty — he assembled nuclear labs. After a week, Glenn sailed to the other side of the island.

Several days later, another singlehander aboard a 26-ft monohull *Now Or Never* sailed through the pass and anchored. It was the same drill on the vitamins, minerals, conversation, and a meal — but for the life of me, I cannot recall his name. But while at U.C. San Diego, he also had an unusual special-

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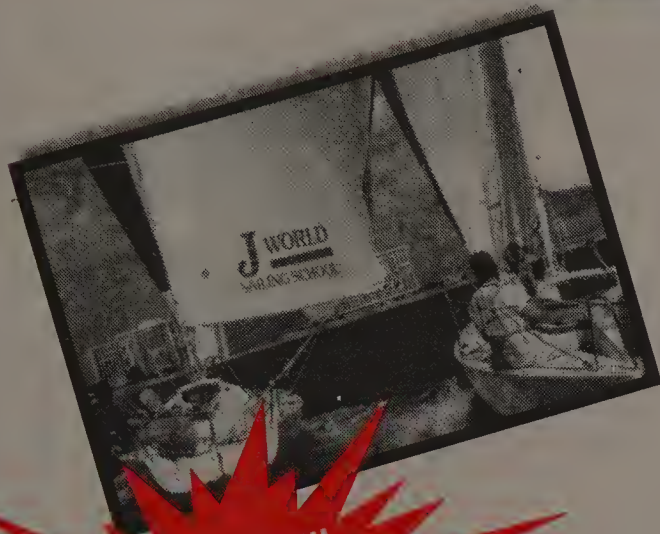
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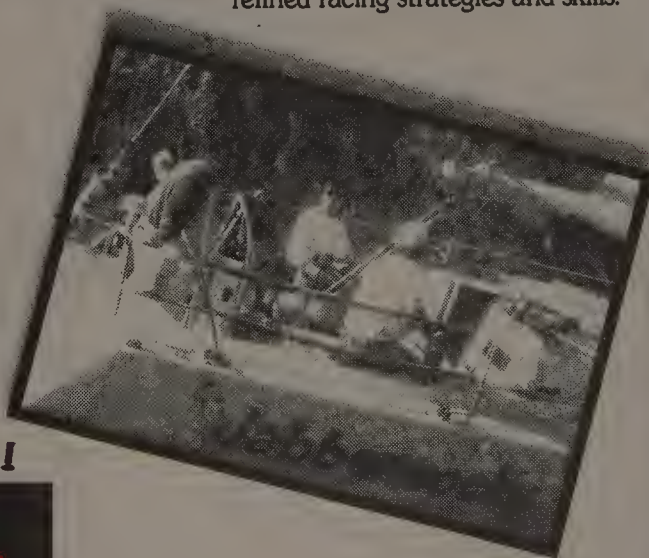
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LETTERS

ity — he disassembled nuclear labs.

The coincidence of two cruisers aboard 26-ft boats, with 'opposite' occupations, from the U.S. arriving at the same little island in the middle of the Pacific at nearly the same time was too crazy to be happening — and too good to ignore. So I hiked over to the far side of the island and invited Glenn back for dinner, breathing not a word about things nuclear.

The big moment finally arrived, and once the introductions were made and backgrounds described, we sat back and waited for the burst of conversational energy to be released. But there was no such luck. Both were unimpressed with the other, and it proved to be an uninspiring evening. Was it because one was a creator and the other a destroyer? Or was it because both were singlehandlers, and everyone knows that they are all a little off-frequency?

I believe that what's-his-name gave up the game and shipped *Now Or Never* back to California. Glenn was made of sterner stuff, and continued cruising for many years. We last shared an anchorage — and a meal — in Southeast Asia in 1990. He still wasn't talking to the bulkheads, but his vitamin and mineral intake continued to be suspect. However, Glenn cruised closer to the sea and the locals than anyone we have met while meandering around the world.

P.S. If anyone has an email address for Glenn, we'd very much like to reconnect.

Bill Healy

Amadon Light of Honolulu
Pedro Miguel Boat Club
Panama Canal

Bill — *It's Now Or Never and you forgot the name of the singlehandler? It had to be Elvis, you dummy! This country has had forty-three Presidents but only one King — and you didn't recognize him?*

↑↓ I'M CURIOUS ABOUT BEER CANS

Can you tell me when the tradition of evening Beer Can racing started in the Bay Area, and who might be credited with starting it? Correct me if I'm wrong, but isn't it a fairly recent — last several decades — phenomenon?

Vivienne Fagrell
Mountain View

Vivienne — *That's a terrific question for which we don't have*



LATITUDE / ARCHIVES

Beer can racing is not-too-serious fun.

an answer. We can tell you that we've been sailing in Northern California for 30 years now, and beer can races were old hat back then. We know they exploded with the advent of fiberglass boats in the late '50s and early '60s, but we are pretty sure they started long before that. Are there any senior salts who can satisfy Vivienne's curiosity?

↑↓ PINK AND BLUE JOBS

In the August *Changes*, you asked cruising couples how well they got along being with each other 24 hours a day, and if they divided jobs into 'pink' and 'blue' categories.

We took our first bluewater cruise about three weeks after

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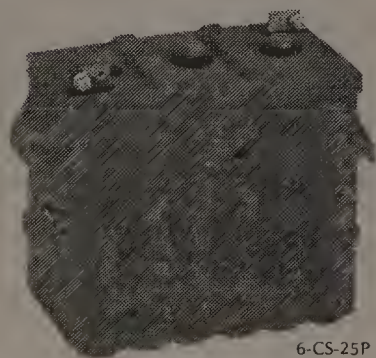
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LETTERS

we were married, and sailed from Astoria, Oregon, to San Diego, California. In fact, you published our account of it in the November 2000 issue — *Dragon, Baptism by Storm*. Since that cruise we have put an additional 4,000 miles beneath our keel, cruising from Ventura to the Sea of Cortez for a year, and doing the Bash home five weeks ago. We spent our second anniversary in Magdalena Bay with engine problems, and I can only say that I wish our engine was as agreeable as my partner! We may have an advantage in that we were great friends before, and had known each other for 15 years prior to our first date. We communicate well and neither one of us believes in yelling. We don't even yell in the wind, as we bought little two-way radios for that — which makes us look really professional in the anchorages.

As far as the 'pink and blue' job designations, we seem to be colorblind and both just tend to do whatever needs to be done. I, Nadine, am a better cook and I really enjoy doing it, so I do most of the cooking. Ron is better at painting, so he paints. I like to navigate, do nightwatches, and handle the provisioning. He takes care of the engine, hauls up the anchor, and cleans the bottom. We both clean, sand, and do repairs as needed — although my hands are a better fit in small spaces, and he is stronger and is therefore better at removing stuck bolts. Over time we have gravitated to what we enjoy doing and what we are best at, but he makes great French toast, and I can change the oil and the fuel filters. The only pink and blue things we have on *Dragon* are the rugs.

Ron & Nadine Crom
Dragon
Portland, Oregon

↑↓TUGS AND STICKERS

Daniel Riedinger's August letter about aggressive tugboat operators is much on point. It reminded me of an incident in early July. Returning from the Delta and sailing well outside the shipping lane in San Pablo Bay, I noticed how a tug made a course change and headed straight for me. When I changed course, the tug did, too, maintaining the collision course. Right at that moment, I heard the high pitched sound of the orange Coast Guard helicopter that now regularly inspects the Bay shores. The tug operator heard it, too, and immediately made a drastic course change away from me.

On another issue, while cruising in the Channel Islands and Southern California this summer, I have not been cited for placing the DMV stickers on the hard transom of my inflatable tenders, but people have commented that this is unlawful. Be that as it may, it's impossible to keep the stickers attached to the soft hull material. Putting them on detachable registration plates is impractical because these are easily lost or stolen, and also invite abuse. I put one sticker on the inside and one on the outside of a transom, which is the only suitable hard surface on most inflatables. The DMV should permit this practice.

Louk Wijsen
Noordzee
Alameda

Readers — In all of our sailing we've never felt that tug boat operators ever tried to make trouble for us. What about the rest of you?

↑↓MOORINGS PRIOR TO THE HA-HA

I was wondering if the Baja Ha-Ha committee has any information on short term moorage options available in advance

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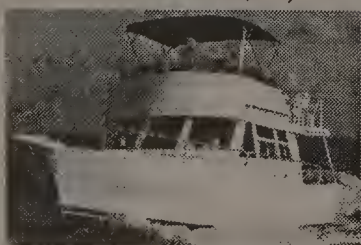
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LETTERS

of the Baja Ha-Ha? I will obviously need to get my boat to San Diego a few days/weeks prior to the rally and have been having a very difficult time finding any available slips.

Jeff Blyth
 Seattle

Jeff — Lauren Spindler, who is the Honcho of the Ha-Ha, had this reply:

"Faith and flexibility will see you through. There aren't many vacant slips in San Diego right now, and harbor masters generally aren't inclined to reserve slips for boats they haven't seen or aren't in the vicinity. Your best chance at getting a slip in San Diego is by being Johnny-on-the-spot. Another option is for you or one of your crew to stay aboard your boat while she's on the hook in San Diego. You can do this next to the Coast Guard Station for three months — for free! — although you have to stop by the Harbor Police Office for a brief inspection and to pick up a permit.

"What to do if you have to leave your boat to return home to take care of last minute business? Think a little further up the coast. Chief Marty Casules of Orange County Sheriff's Department says they've never had to turn a boat away from Newport Beach, where it's only \$5 a night for a mooring. And remember, Newport is fun, scenic, and has all the marine supplies and services that any cruiser could want. Casules also says that after summer is over, they often have transient space



LATITUDE / RICHARD

Newport is fun, scenic and has inexpensive moorings.

available at Dana Point. For still more options, look a little further up the coast at Long Beach. The Downtown Shoreline Marina in particular often has 40 or 50 vacant slips in the 30 to 50-foot range. And don't forget Catalina, which, after Labor Day, has hundreds of empty moorings for boats of every size. September and October are two of the finest months out at the island, and by prior arrangement you can leave your boat unattended. None of these places is more than 120 miles from San Diego, which means you're never more than a day away from the site of the Ha-Ha start."

↑↓NASTY SURPRISE IN FRENCH POLYNESIA

Many non-European cruisers in French Polynesia got a very nasty surprise this season when they applied to renew their 3-month visas. All the extensions were denied — except for those cruisers who had medical, family or technical emergencies. Many who had received 3-month tourist visas from French consulates abroad were wrongly told by those consulates that they could get a 3-month extension here at the DRCL in Papeete. Some were even told — I have no idea where the consulates got this incorrect information — that any police office in French Polynesia could give them an extension.

So many of these cruisers, thinking they got the correct information from their French consulates, leisurely visited the Marquesas and cruised slowly through the beautiful Tuamotu Atolls. At least they got to enjoy those parts, because when they contacted the High Commissioner's Office



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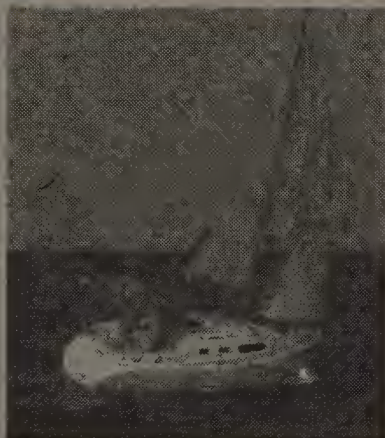
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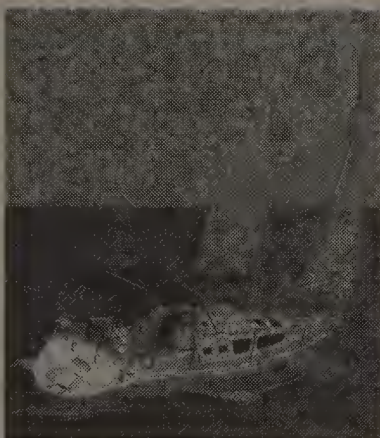
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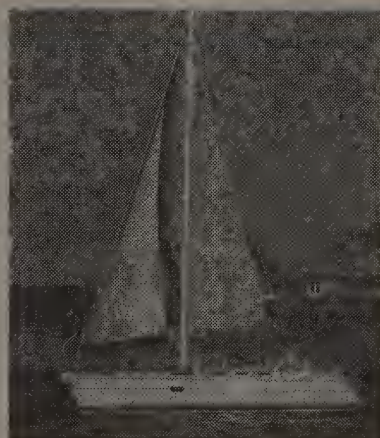
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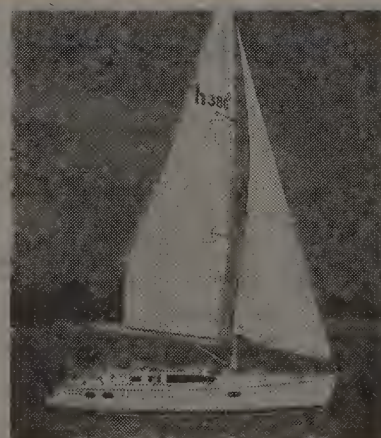
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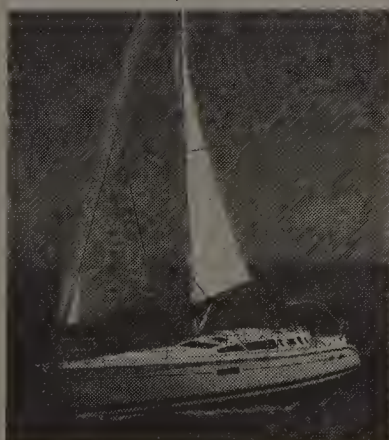
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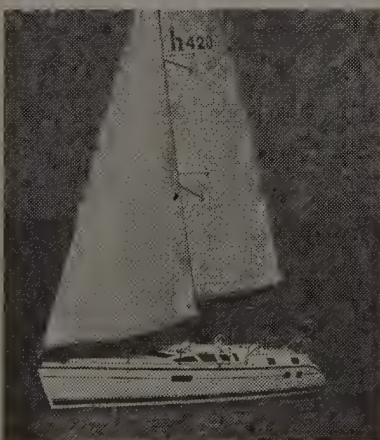
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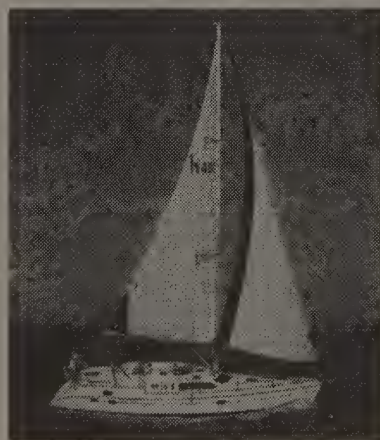
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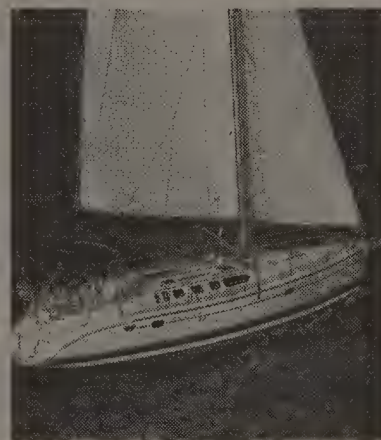
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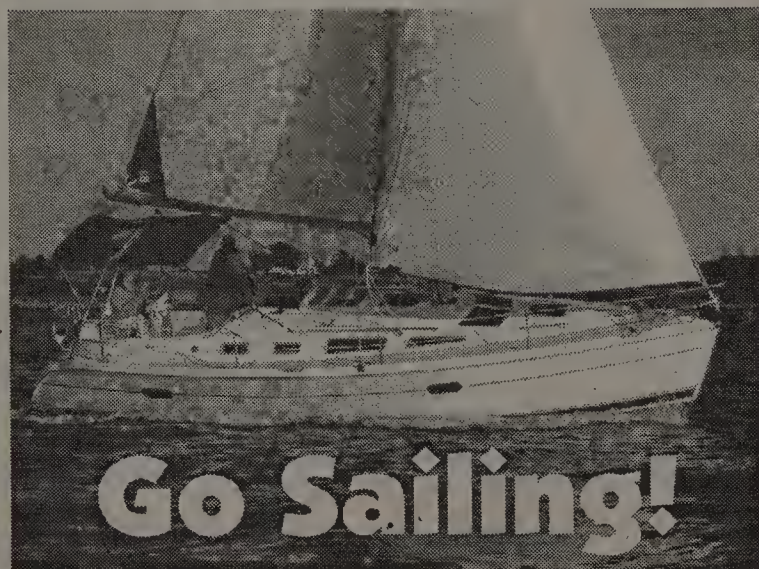
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LETTERS

in Papeete (Direction de la Reglementation et du Controle de la Legalite - DRCL, BP115, Papeete, Tahiti /ph: (689) 54 27 13), they got the nasty surprise that they only had a few more weeks — whatever was left on their visas — before having to exit the beautiful islands of French Polynesia. You can easily



Cruisers are rarely eager to leave French Polynesia.

guess that these cruisers weren't in a very pleasant mood after their requests to stay longer were repeatedly refused.

The A.V.P — Sailor's Association of Polynesia —

did contact the DRCL to request an amnesty for this season because the wrong information had been given out by the consulates. But the law is the law, and there is no mercy. We contacted the consulates about their having given out incorrect information, but they didn't reply.

I have spoken with officials here in Papeete, and this is what non-European cruisers should do next season to avoid any nasty surprises. The good news first. Yes, you can easily get permission to spend six months — or more — in French Polynesia *if you follow the correct procedure*. For non-European Economic Community citizens, there are three choices.

1) You arrive in French Polynesia without any visa and receive a visa for a month. But remember, there can be no extensions.

2) You apply to a French consulate outside of Polynesia for a 3-month tourist visa. But once again remember there can be no extensions.

3) You contact a French consulate and follow the procedure to obtain a *Carte de Sejour* — Temporary Resident Card — to stay for more than three months. You can ask for six months — or more. You will certainly have to explain why you want to stay that long, give an idea of what you plan to do, submit proof of financial independence, and they may want to check on your 'good character and reputation'. The consulate will then transmit your request to the High Commissioner here in Papeete, who will accept or deny your demand. Allow some time for that procedure, but don't be discouraged, for according to local sources, justified requests are completed in due time and are often granted.

Cruisers visiting French Polynesia should also be aware of customs issues that relate to them. Any boat entering French Polynesian waters — and this includes French-registered boats — is subject to import duties, which are about 15% to 25% of the surveyed value of the boat — but only if the boat stays in French Polynesia for more than one year in any two year period. Or, if the owner takes a job locally or sells the boat in French Polynesia. Time on the hard or in a marina, while owners are outside of the country, can be excluded by prior arrangements with Customs. Failure to comply with customs regulations can lead to confiscation of your boat until taxes and heavy fines are paid.

If you think this may be inhospitable, try to find out what any foreign cruiser would have to submit himself to if he comes to your own country. The rules might be even more restrictive. The days of free circulation of persons and merchandise are still a very long way away. By finding out the procedures first, and following them, you should avoid any bad surprises.

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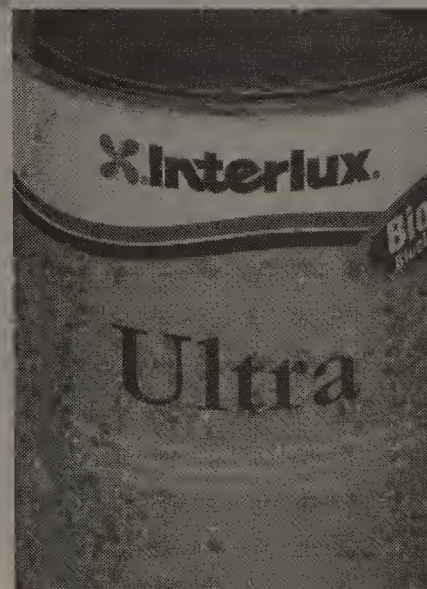
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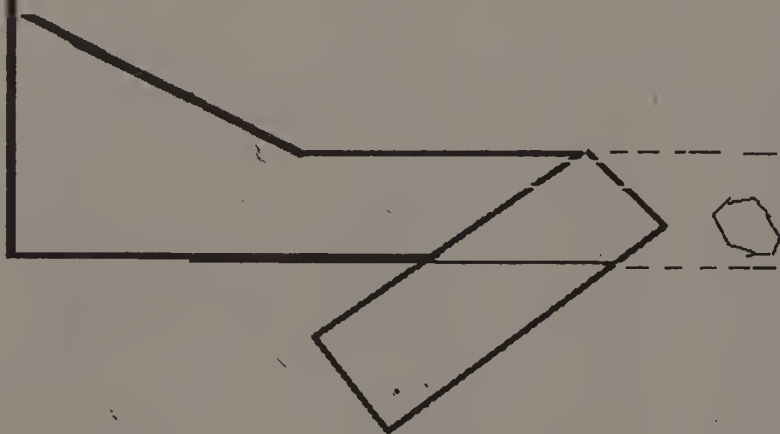
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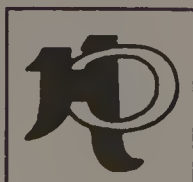
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LETTERS

So, you can enjoy the beauty and hospitality of French Polynesia at a leisurely pace.

P.S. I, Luc, am the International Relations Representative of the French Polynesian Sailing Association.

Luc Callebaut and Jackie Lee
Sloepmouche, 46-ft trimaran
French Polynesia

Luc & Jackie — Thank you for your efforts on behalf of this year's cruisers and for clarifying the situation for those who might visit French Polynesia by boat next year. But please, you're insulting everyone involved by trying to defend the indefensible. If the French consulates screwed up, it's they, not the innocent cruisers, who should be inconvenienced. After all, it's not as if American cruisers are terrorists, they just want to enjoy the sights and leave some dollars in their wake. And what about the responsibilities of the French government? Did the French and French Polynesian governments bother to warn anybody about a sudden and dramatic change in what had been the long-standing visa policy? No. Do they care that many cruisers have invested large sums of money into once-in-a-lifetime visits to French Polynesia? Apparently not. As for the suggestion that the U.S. might even be more inhospitable, you need to look into the facts, as we are 10 times more hospitable to foreign cruisers. Pay \$18 and you get to freely enjoy our country for a year. Sell your boat here and you're not slapped with punitive duty.

Whenever there are big news events in the world, a lot of Americans fret over what 'our European friends think' of us. This is foolish, because as this instance so clearly indicates, our European friends are perfectly capable of being complete numbskulls. Worse still, even after the French government has acknowledged making a complete blunder, they refuse to take any responsibility or remedial action. "The law is the law" — geez, could there be a more moronic justification for bad policy?

This problem doesn't amount to a hill of beans in the big scheme of things, of course, but symbolically it leaves the French government with 'oeuf' all over its face. Slighted on behalf of cruisers who were snubbed in French Polynesia, we have no choice but to respond in the strongest possible terms — no French fries until the new year.

↑↓GUNS AND SUCH

With regards to Mr. Krangle, who wrote espousing cruisers carrying weapons on their boats, it was said that he keeps a Catalina 45 in Long Beach. Is this a *Latitude* typo? I don't think Catalina ever made a 45-footer.

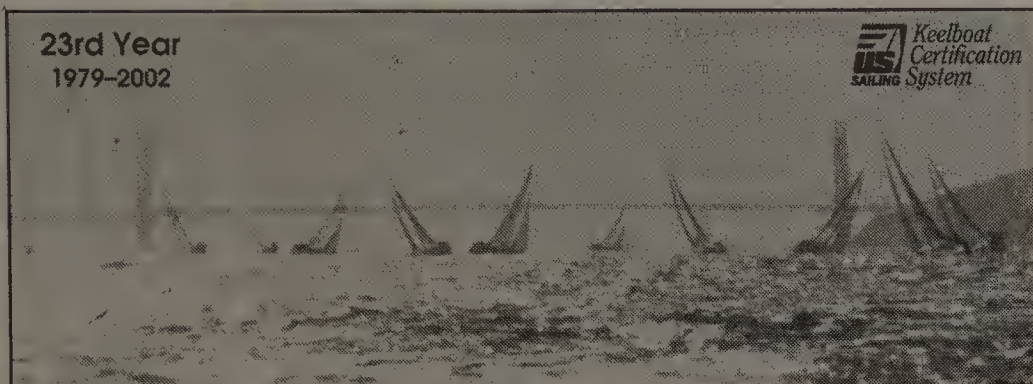
I thought your responses to Krangle's arguments were very good. But I, for one, would like to get the full lowdown on the Bob Medd story. The last I heard, which was quite a few months ago, is that a couple of cruisers had, in fact, verified his story. Is there any other information?

Bob Beda
LaBoo, Catalina 30
Vancouver, B.C.

Bob — The 'Catalina 45' was probably a *Latitude* typo.

As for Bob Medd's story that he was boarded by Mexican fishermen in the Sea of Cortez who slit his throat and left him to die, not even his closest buddyboater or cruising friends believe it. For one thing, Medd had hinted to several cruisers that something like this might happen to him. Secondly, his story changed over time and turned out to be riddled with contradictions and inconsistencies. Out of respect for Medd, who's had some problems, everybody wants to just move on.

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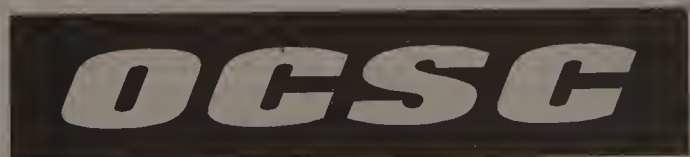
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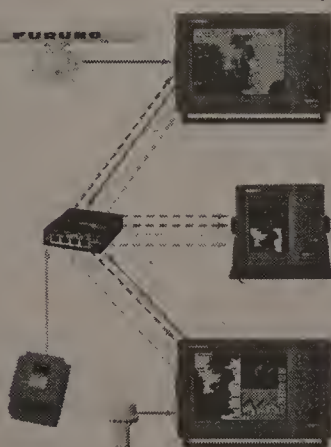
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LETTERS

THE NORTHERN CALIFORNIA MARINE SSB NET

I wanted to thank the publisher and volunteers from *Latitude* for supporting the Baja Ha-Ha. My family and I had a great time doing it last fall aboard our Columbia 45 *Sorina*. I enjoyed the daily net check-ins and the fish reports done by the Grand Poobah.

While later cruising in Mexico, we found the local net on VHF 22 to be very helpful. In addition, the Ham nets — Chubasco, Sonrisa and Mañana — were very informative and entertaining. The only marine SSB net we found was the Picante Net, which we regularly checked in with on our way back to San Diego.

During the summer, I listened to the check-ins for the racers in the Singlehanded TransPac, the Victoria to Maui Race, and the West Marine Pacific Cup. One thing that these boats had in common with about one-third of the Ha-Ha boats is that they had lousy signals. Either they were too faint or there was too much electronic interference. I suspect that many of the problems were due to last minute installations — such as the one on my boat. I figure I just got lucky with my installation.

As I mentioned before, while there are lots of Ham nets around here, it's like a desert for SSB nets. This means that there is nowhere for SSB novices to practice or check out their radios prior to starting a Ha-Ha or race to Hawaii. I want to try to do something to remedy this, so as of September 2 at 9 p.m., I plan to be on marine SSB channel 4B, 4149.0 kHz (upper side band) — and every Monday night after that. I'll call it the Northern California Marine SSB Net.

Operators checking in should give their call sign, boat name, location, and some information about their radio. We should discuss the net frequency, net schedule, and the format for the radio net. Some possible net check-in topics are the following: emergency or priority traffic, radio checks, hailing other stations and then changing to another channel, local weather information (temperature, wind speed, wind direction, etc.), boating news, marina or yacht club news, items for sale or items wanted, crew positions available or crew positions wanted, and general questions.

I decided to start the net using 4149.0 kHz because this frequency gives good ground wave propagation over the horizon and around hills (unlike VHF), and should be able to reach 100 to 200 miles even in daylight. Also, it should be pre-programmed into many marine SSBs. The negative is that it has a lot of background noise, at least on my radio. During our first net I am hoping for a good discussion and maybe some tests of other channels if this one is not suitable. If we switch to another frequency and/or schedule, I will continue for the month of September to come on Monday night at 9 p.m. on 4149 kHz to tell people where to find the net.

When you are on your boat, consider monitoring the net frequency even when it is not net time. Let's try to make the marine SSB bands less of a desert. I will write in next month to let your readers know the latest net news, frequencies and schedule. Also check out website <http://home.netcom.com/~edhoff/ssbnet.html> for the latest net information.

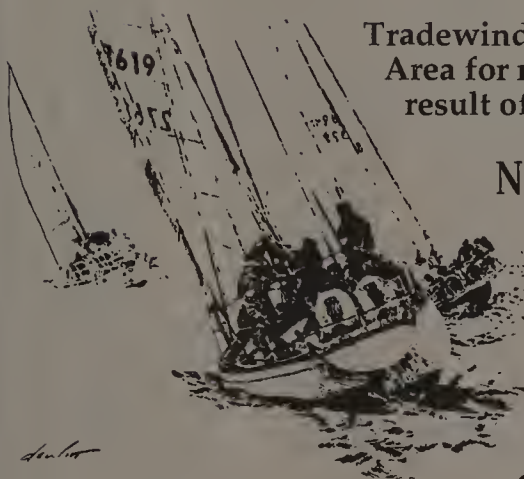
Ed Hoff, WDA5925
Sorina, Columbia 45
Brisbane Marina

Ed — Sounds like a terrific idea. We've never quite understood why Ham nets — which require passing a Morse Code test to participate — are so popular in this part of the world, while SSB nets — which don't require code knowledge — are

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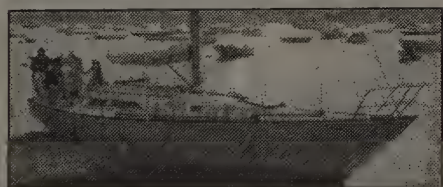
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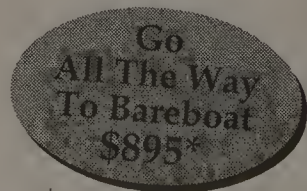
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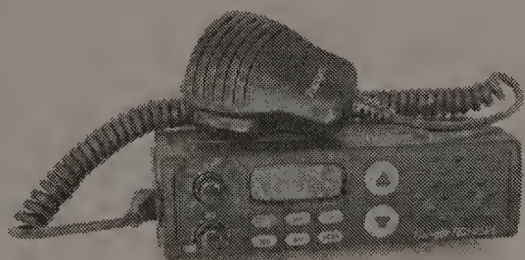


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LETTERS

not. In the rest of the cruising world, it's just the opposite.

↑↓WE EVEN JOINED A BURT REYNOLDS FAN CLUB

Maybe you can help us. We used to own a boat from the '30s that was bought by the prop department for the 1975 movie *Lucky Lady*. Our boat, along with about 10 others, was blown up on location in Mexico for a dramatic conclusion to the film.

We recently bought a new Catalina and named her *Lucky Lady Too* in memory of our old boat.

We've looked for a copy of the movie in VHS, Beta, and DVD for over a year, but haven't had any luck. We've even joined a Burt Reynolds and Liza Minelli fan club. Do any of your boat-loving readers have any advice on how to find and purchase a copy of this movie? The UCLA Archives has *Lucky Lady* to view in their library, but we really need our own copy.

Joe, Sharon, George and Susan Kettel
Lucky Lady Too
California

Kettels — It sounds like one of Burt's movies that didn't even make it 'straight to video'. We don't know where you can find a copy, but perhaps one of our readers do.

↑↓LIKE A DEFORMED MUSHROOM

Last weekend my bride and I were reaching toward San Francisco from Sausalito's Richardson Bay in 30 knots of wind with one reef in the main. About halfway across, the line to the clew cut loose with a BANG!, allowing the main to snap to leeward and take on the shape of a deformed mushroom. My first thought wasn't whether everyone was all right, or whether the sail was torn, or even if there was any other boat traffic. No, the first thing I asked myself was, "Where are the damned *Latitude 38* folks? I hope they don't see me!"

Norman H. Black
Night Watch
Alameda

Norman — Our cameras are everywhere. The one we have mounted on the Golden Gate Bridge recorded the incident, and we're just now preparing the photograph for an upcoming cover to be titled 'Clewless'.

↑↓CONFUSED ABOUT THE ROLE OF THE COAST GUARD

Like any normal mariner, I sing the praises of the U.S. Coast Guard. But since July 16, I'm somewhat confused about their role in the scheme of things. No doubt they provide security and Search & Rescue, but how about accident prevention?

On July 16, I used my Ericson 26 *Tangaroa* to teach my friend Tom Gerwe some sailing maneuvers in the light winds east of Yerba Buena. Before long, we spotted a huge wooden beam — about 10 feet long and 15 inches by 15 inches — floating right in the center under the widest span of the Bay Bridge. Not wanting to read an accident report in the papers the next day, I called the Coast Guard on Tom's cell phone. The person who answered wasn't pleased that I'd called them on the only number I had handy on the boat, and suggested that next time I hail them on 16. In any event, he agreed to pass my message along.

As soon as I started monitoring 16, a fast moving motor yacht with lots of people aboard just missed the beam by a couple of feet, and there was another boat approaching the area. So I decided to act fast, first to divert traffic headed toward the beam, and second to try to lasso the hazard to

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LETTERS

navigation. During the time that this was going on, the Coast Guard issued a hazard to shipping advisory on 16. I responded by informing them that I was willing to tow the object to the Coast Guard station at Yerba Buena, which was in sight less than a mile away.

I assumed that the Coast Guard would want to take the beam off my hands, but to my surprise, they wanted nothing to do with it. They wouldn't send a boat out to remove the hazard, nor did they want me to tow it to their station. They acted as if this obvious case of accident prevention was none of their business — nor would they contact or advise me of some other agency to take care of the problem. As if adding insult to injury, they advised me not to come any closer to the security zone around their station. Apparently they could see me from their window as I struggled with this cumbersome heavy wood girder.

When I asked the guy what they wanted me to do with the beam, he told me to beach it somewhere. I tried to explain to him that I had a keelboat and therefore couldn't get close to the beach. When I asked him to please take the beam off my hands, he wanted no part of it.

What was I supposed to do next? I couldn't just let go of the thing and allow people to get hurt or killed. I won't bore you with the details, but I hopefully disposed of the beam safely inside of Clipper Cove, which is between Yerba Buena and Treasure Island. It took me almost two hours and cost *Tangaroa* some ugly scratches.

Up until then I had been under the impression that accident prevention is part of the Coast Guard's job, and that they would act to remove an imminent danger to navigation — at least in such a high traffic area. I would like to ask the Coast Guard what their position is, but couldn't find an appropriate email address on any of their websites. I guess they don't want to hear from us. But maybe they read *Latitude*.

Walter G. Hecker
Ericson 26, *Tangaroa*
Emeryville

Readers — We contacted Capt. Neil Buschman, Commander of Group San Francisco, who was very responsive to the complaint and unhappy with how the incident had been handled. He noted that it took place just a couple of days after he took command, but that it was nonetheless his responsibility. He reports that he took the liberty of looking up Mr. Hecker's number and giving him a call.

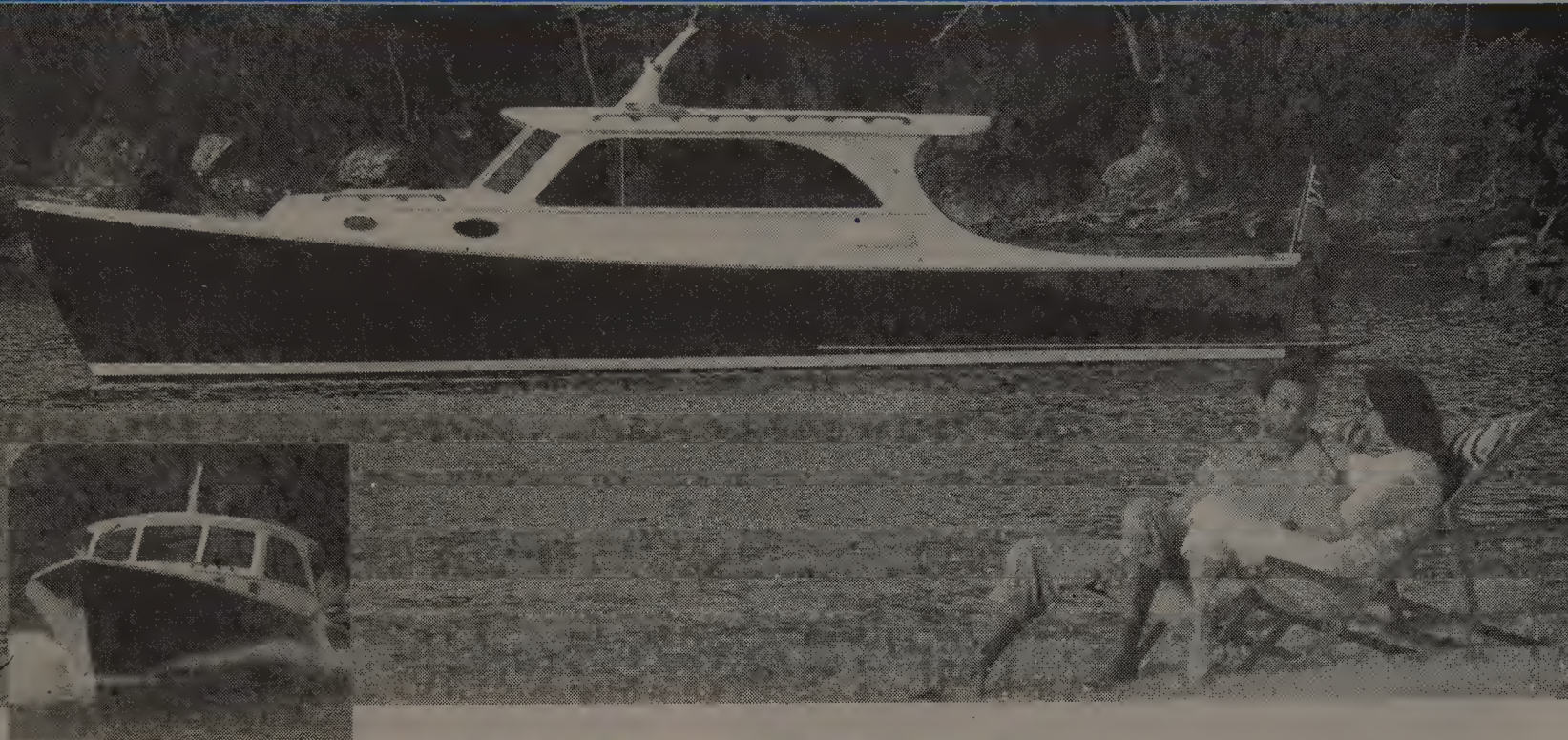
"We had a very pleasant conversation, and Mr. Hecker was able to provide me with additional information, including the phone number he called, along with the time of day," reported Capt. Buschman. "At this point I have a member of my staff tracking down some additional information for me, and at that point we will have a reasonable picture of what transpired. My intention is to utilize Mr. Hecker's experience as a training tool to ensure we are communicating in an effective and professional manner with the public we serve. I believe that Mr. Hecker is satisfied with the steps we are taking to follow-up on his concerns."

As for us, we're pleased with the way Capt. Buschman responded to the constructive criticism and believe he's taking steps to make sure such an incident would be handled better in the future.

↑↓HEALTH CERTIFICATE

This is probably old news to you, but regarding the reason health permits are now required for boats leaving Cabo for the United States, I don't think you need to look any further

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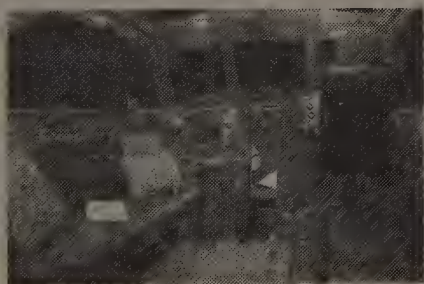


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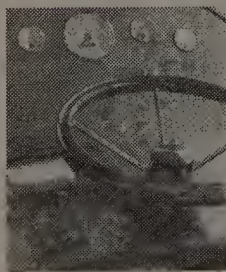
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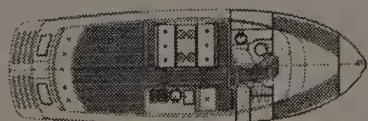


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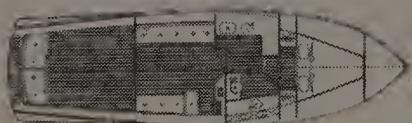


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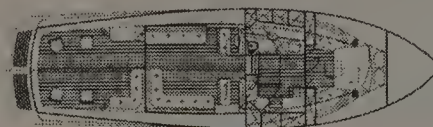
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than the poor guy on *Brass Ring*. If you remember, this singlehander was having boat and health problems, and had to be rescued south of Cabo in late March, and then rescued again — perhaps two or three times — by the Mexican Navy off of Turtle Bay. If I'm not mistaken, the Mexican Navy impounded his boat for a time until he could find crew so they wouldn't have to rescue him again.

Most things pass in Mexico, but in my opinion a yachtie having to be repeatedly rescued tests the goodwill of a host country. I'm sure the skipper — who sounded experienced and competent when I talked to him on the VHF — had compelling reasons for attempting the Bash singlehanded. Nonetheless, there is fallout for the rest of us cruisers. I don't want to dump on anyone else's misfortune because it's bad karma, but I wonder what other people think about the fallout — should it be determined that it was caused by numerous errors in judgement and/or disregard for the safety of one's self and others on the part of the skipper.

On another subject, my wife Darline, my son Jason, and I think we were the last of the Class of '01 to reach Cabo, as we didn't get there until March. We'd left Eureka on November 7 aboard our Piver Lodestar trimaran. We rounded Cape Mendocino — which we've renamed 'Cape Maytag' — in early January, and after enduring 19 or so fronts, finally reached San Diego. Boy, did we learn how to listen closely to the weather reports for things like offshore flows — Santa Anas — and small craft advisories. What the heck is a 'small craft' anyway?

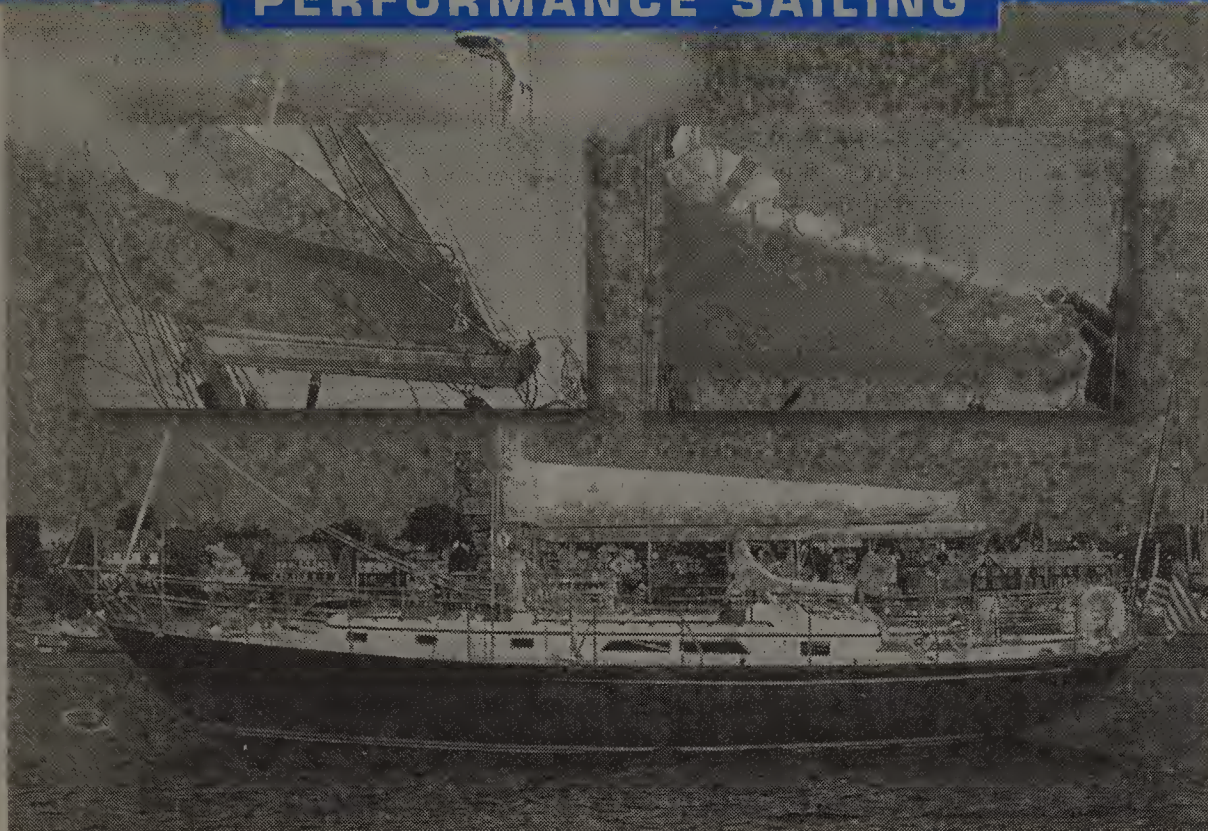
Actually, I'm embarrassed to complain at all, because our complete cockpit enclosure — made by Doug at Snug Harbor Sails — along with the Coleman catalytic heater from Wal-Mart, kept us warm and cozy all the way to Cabo. We didn't even get a drop of water on us while rounding Cape Mendocino in very confused 14 to 18-foot breaking seas. We did get knocked over a whopping 5 degrees a couple of times. Don't you just love multihulls?

We enjoyed a wonderful two months at Chula Vista Marina — Harbormaster Doug and his crew are the greatest — recuperating and working on the boat. In addition to playing tourist, we spent our share of boat units — each unit being \$1,000. After Eureka, we just couldn't get enough of all the conveniences San Diego has for cruisers — and great weather, too. We then had a great time gunkholing down the Pacific Coast of Baja, arriving in Cabo in mid-March. We enjoyed picture-perfect cruising up the west side of the Sea of Cortez in late March, April, and May.

Without a doubt, the best part of the trip were all the great and amazing people we met — especially the younger folks who made us older folks feel so accepted and respected. *Muchas gracias* to our sailing mentors, Jaye, who is a younger folk, and Irwin, a devilish older folk, on the Acapulco 40 *Winsome*. They sailed with us from Half Moon Bay to San Diego, and then from Bahia Escondido to Concepcion Bay. There are so many others we can't list them all.

We got a Temporary Import Permit for the boat at Guaymas, and Jason is the captain for the summer, sailing out of Marina San Carlos. Besides cruising the many anchorages in the San Carlos area, day and night scuba diving, and lots of beach parties while anchored out, one of his tougher duties is ogling the scantily-clad Mexican beauties who were making a Pacifico commercial by the marina hotel's pool. It's a tough life for him. We stay in touch by Sailmail.

I have to honestly say that without my *Latitude* fix every month over the last five years, I never could have overcome all the challenges we faced, or soaked up the edu-



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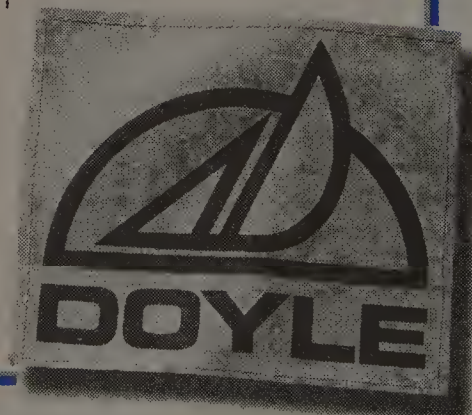
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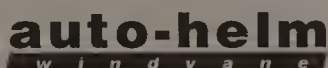
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LETTERS

cation necessary to fulfill this dream trip and change of life. I also want to thank all the many *Latitude* advertisers for making it possible for me to pick the magazine up free each month.

Ray Thompson

Sea Amigo, Piver Lodestar
Eureka / San Carlos, Mexico

Ray — We're certain there's no connection between the misfortunes of the skipper of Brass Ring and the recent enforcement of the old law requiring boats arriving at or leaving from foreign ports to get health certificates. Things in Mexico move so much slower than that, and there is even less intragovernmental coordination than in the United States.

↑↓DRAWINGS AND DIAGRAMS FOR THE HARDIN

Does anybody have the line drawings, structural specs, and wiring diagrams for the Hardin Voyager 44? Mine was built in 1978 and I have been living aboard for three years. I just love her. I'm starting to prepare her for cruising in a couple of years, and plan to start with the Ha-Ha.

Rick Huls
Magic Places

Rick — You never know what might turn up, but many of the boats built in Taiwan in the '70s and '80s were seat-of-the-pants affairs.

↑↓SWISS LAKES AND COLUMBIA 8.7s

To the line about Switzerland being the place with "tall mountains and low taxes," I'd like to add "and astronomically high mooring costs." There simply aren't any moorings available on the Swiss lakes. If you want to sail, you buy the mooring first — often with the boat that is attached to it — and then buy the boat you really want to put on the mooring. Then you have the problem of disposing of the boat that had been on the mooring in the first place.

On a different subject, *Joshua H.*, the Columbia 8.7 that formerly belonged to Jim Hagen of Santa Cruz, but which he had to leave in Eritrea, is now in Turkey with her new owners. I bought some Canadian charts from some *Latitude* readers who put me in touch with some of Hagen's friends — proving either how broad the readership of *Latitude* is or how small the cruising world is. I wrote to Hagen, but got no reply.

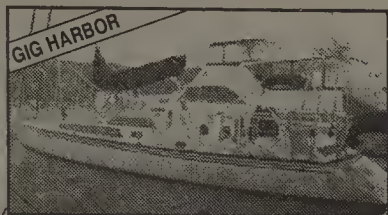
Independent of all this, the new owners of *Joshua H.* contacted the Columbia Owners Association for info, and have more or less appointed me their 'Columbia 8.7 guru' — since I seem to be the one who has made the greatest modifications to the hull and rig.

John Somerhausen
New York

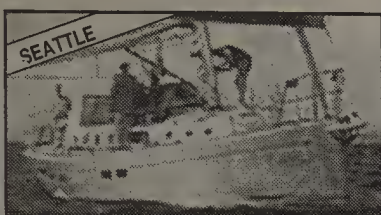
↑↓I WORK ABOARD AND RELY ON CELL PHONES

I don't read the *Lectronic Latitude* too often, so I missed your introduction of the topic of cellular data connections. But I thought that you might be interested to know that I work full time from aboard my Columbia 36, courtesy of two Verizon cell phones. I use about 6,000 minutes per month of air time. For my convenience, I have one phone for voice and one for data.

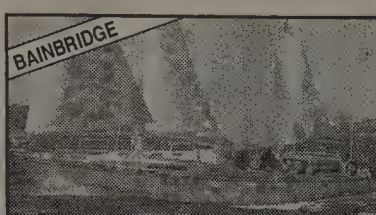
Check our corporate website at www.jjma.com, and you will see that we are 'big ship' naval architects. During my nine months on San Francisco Bay, I produced a comprehensive study of alternative fuels and alternative propulsion systems for the San Francisco Bay Area Water Transit Au-



1988 MacGregor 65
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1997 Custom Perry 61 Spectacular, fast cruiser, aluminum. Loaded! **\$999,000**



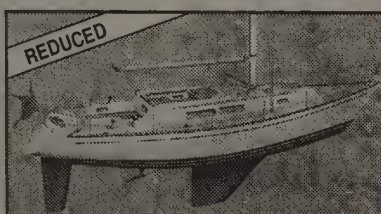
1983 Amel Mango 52
Great offshore yacht! **\$224,500**



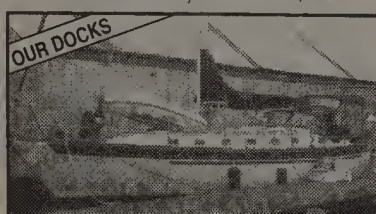
1986 Fraser 51 Big, beautiful, custom boat, exceptional condition. **\$298,500**



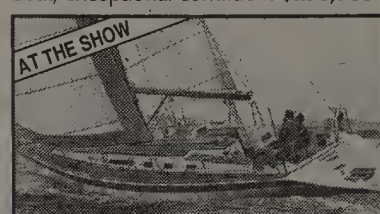
1983 Liberty 458 Orig. owner, many upgrades! Fantastic condition! **\$229,000**



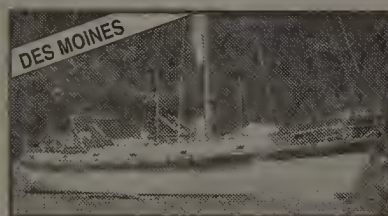
1985 Hylas 42
Fast cruiser by Frers. **\$149,500**



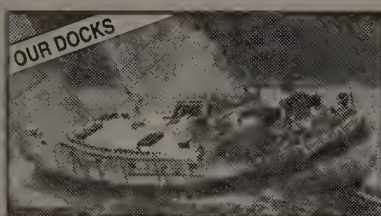
1985 Passport 42 Very well equipped, many upgrades, nice interior. **\$198,500**



1998 Wauquiez 41S One owner, gorgeous cruising yacht. **\$269,500**



1976 Valiant 40 one owner for the last 17 years! **\$119,900**



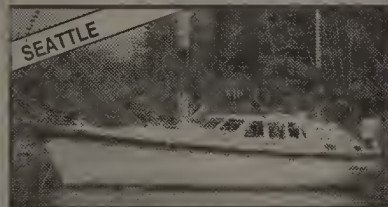
1989 Valiant 40 Rare find, fully outfitted for cruising. **\$219,000**



1978 Valiant 40 Clean boat, many recent upgrades. **\$119,500**



1981 Valiant 40 Pilothouse
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1985 Nauticat 40 Very nice condition, all-season cruiser. **\$189,500**

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* 1986 Wauquiez 38 MkII ...	111,500	* 2000 Malö 45C	621,000
1983 Malö 38	119,000	* 2000 Wauquiez 48	339,000
* 1981 Valiant 39	104,000	* 1995 Wauquiez 45 Cat	225,000
* 2000 Valiant 40	449,000	* 1997 Valiant 50	693,000
1996 Valiant 42	SOLD	* 1997 Wauquiez 54 PS	765,000

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1987 Tashiba 40 Beautiful design, one owner, condition excellent. **\$189,500**



1984 Southern Cross 39
World cruiser. Must see! **\$148,500**



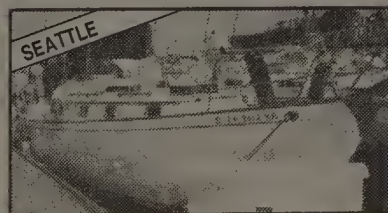
1983 Wauquiez Hood 38
2 owner. Rare MkII. **\$122,000**



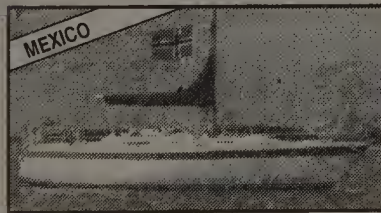
1978 Valiant Esprit 37
Offshore ready. Nice. **Call**



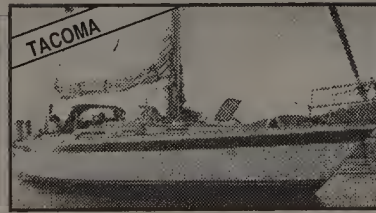
1984 Reliance 37 Bob Perry design immaculate one owner yacht! **\$104,900**



1990 Peterson 36
Beautiful teak interior. **\$75,000**



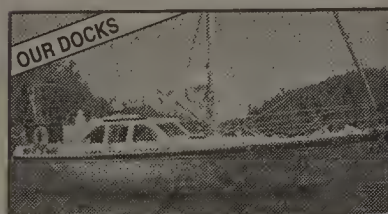
1984 Wauquiez 35 Pretorien
2 owner. Rare shaft drive. **Call**



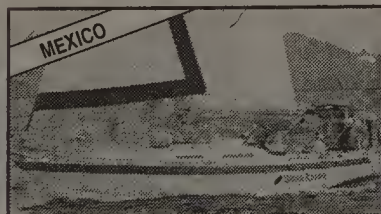
1982 Wauquiez 35 Owner spent over 20K in upgrades. **\$89,900**



1983 Wauquiez 35 Pretorian
Lots of gear. Nice! **Call**



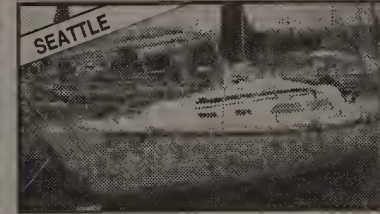
1993 Nauticat 35 Unbelievable interior, spectacular condition. **\$159,900**



1981 Wauquiez 33
Loaded and ready to go! **\$62,500**



1982 Newport 33
Nice gear, clean! **\$35,900**



1985 Islander 28 Perry design, nicest one around. **\$29,500**



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LETTERS

thority (WTA). See www.watertransit.org. My point in this is to underscore that it is entirely possible to have a full time job and rely on the cell phones for voice and data communication.

Since we are on the move — we're currently in Channel Islands Harbor — I can't always use the Express Network — the higher speed data service — because it's not everywhere that I am. It does get annoying having to choose anchorages according to signal strength. For example, there's no data connection out at Prisoner's Harbor on Santa Cruz Island. However, my friends tell me that there are cell towers at the Isthmus and Avalon on Catalina. I have had excellent data connections in Avalon, but haven't tried it at White's or the Isthmus yet.

By the way, you ran an article on our electric propulsion unit in the December 2001 issue. If you want to see my smiling face, check out the photo on page 138.

Chris McKesson
Sundance, Columbia 36
(on the move)

Chris — You neglected to mention how fast the Internet connection is with Verizon's Express Network. According to their website, it "bursts" up to 144 kbs — a number to which they added an asterisk, so we've got to assume that such a speed is during the best possible of all conditions. Indeed, some industry reports say that in real life the speeds are more like 40 to 60 kbs. That's relatively fast, but not rocket fast. Sprint PCS just instituted their 3G program, which is nationwide high speed data. We tried it at Two Harbors at Catalina, and it ripped getting us onto Yahoo! and our web page. But we had some trouble with speed trying to download Doña de Mallorca's email.

As for cell signals, we didn't have any problem at Avalon or at the Isthmus. The signal strength at White's was marginal, coming in and out depending on unknown variables.

It will be interesting to find out when such high speed data service might be available in Mexico and the Caribbean, as in many countries they rely on cellular far more than we do in the United States. In addition, we're told these less-health-conscious Third World countries often allow their antennas to blast out signals that are many times as strong, giving much greater coverage.

↑↓EAST COAST TO WEST COAST

Starting in November, I'm going to sail with my father from Long Island Sound to San Francisco. Our tentative arrival date in San Francisco will be mid-February. I realize that this isn't a lot of time, but it's all that I've been allotted, so I plan to make the most of it. Perhaps you can answer a few questions for me. First, which are the most interesting places to stop along this route. Second, any major issues regarding a Canal transit? Finally, what advice can you give me setting up email communication while at sea?

I love *Latitude* and read it front to back every month. When are you going to go daily?

Zach Legein
San Francisco

Zach — Thanks for the kind words. We did a little checking and came up with some freaky numbers. According to our Rand-McNally ship routes, it's 2,323 miles from New York to the Panama Canal, and 3,737 miles from Panama to San Francisco for a total of 6,060 miles. Talk about triple doubles! You didn't mention what kind of boat your father has, but a typical cruising boat shouldn't have any trouble averaging 120 miles a day. If

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LETTERS

you have 3.5 months, you should be spending about half the time underway and half the time enjoying yourselves on shore. That's a reasonable split.

Our first route advice is that your father position the boat in Norfolk, Virginia, sometime in October so you don't have to start from Long Island Sound in November. From personal experience we know that November is too late in the year to start from as far north as Long Island Sound, and could result in long delays and in your freezing your buns off in nasty weather.

While it wouldn't be out of the question for you to go by way of the Eastern Caribbean, that area is so well covered by charterboats that we'd bypass it in favor of places that are normally harder to get to. Our first 'must stop' would be Baracoa, Cuba. It's a scenic and interesting place, and because it's on the Windward Passage at the eastern end of Cuba, it's directly on the way to Panama. Our next stop would be Jamaica, mostly because it's also right on the way to the Canal. Our next stops would be Cartagena, Colombia, and Bocas del Toro, Panama, which admittedly would require some zigzagging. Unless it's extremely rough crossing the bottom of the Caribbean — which it can be at that time of year — we would not miss Cartagena. Panama's San Blas Islands, with fabulously clear water and beautiful little islands protected by a barrier reef — are the biggest 'must stop' of the trip.

As long as you and your crew have decent skills, there's nothing to fear from a Canal transit. For kicks and experience, you should do a transit on somebody else's boat before you do it with yours. When it comes to the required 125-ft lines and tires for fenders, all that stuff is readily available from vendors operating out of the Panama Canal YC in Cristobal. Recreational sailboats stream through the Canal all the time, so you won't be doing anything unusual. For fun, email friends to tell them when you'll be making the transit so they can watch you over the Internet.

In regard to routing up the Pacific Coast, there are lots of good places but few of them are 'must stops'. You'll want to

LATITUDE / RICHARD



The San Blas Islands are beautiful and serene.

visit some of the islands in western Panama, and make stops at Costa Rica, Nicaragua, El Salvador, and along the Mexican coast. When it comes to Mexico, most cruisers would recommend Acapulco, Z-town, Tenacatita and Banderas Bays, and Cabo will be obligatory. If you need to be back in San Francisco in mid-February, we'd leave Cabo no later than the third week in January. You shouldn't have too difficult a Bash so early in the year, but you never can tell. If you run behind schedule or hit storms on the California coast, you can always leave the boat in Southern California for a few months.

For onboard email, visit www.sailmail.com, which can fill you in with everything you need to know. If you're Ham operators, there's also Winlink.

You should enjoy lots of spirited sailing in the first half of the trip, particularly in the Caribbean. But figure on a lot of

Are you Hard-core?

Do you dream of getting away from the rat race while you're stuck in traffic? Does watching palm trees sway in a tropical breeze sound more interesting than the Sunday morning news shows? Would you rather discuss the relative merits of the anchorages at Bora Bora and Huahine than your neighbor's hot stock tip?

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"There is no comparison: SetSail-MaxSea is miles ahead." Will

"We love the SetSail-MaxSea software." Ellie

"Thanks for your INCREDIBLE customer service." Mark

"Absolutely love it." John

"I am really impressed." Drew

"The support and website tips are something you can't get anywhere else." Rick

"The installation process was simple...Runs flawlessly." Bill

"Fantastic. Really works well. It was better than expected!" Alan

"This is cool stuff!" Gerard

"Thank God for MaxSea." George

"Works wonderfully. It's a piece of cake." Pierre

"Your manual is the best I have ever seen." Richard

"The graphics are wonderful. Installation was simple. I hardly had to do anything!" Harry

"There is nothing like it." Hamilton

"I am very impressed with the customer support. Great job!" Tom

"The best package available. Love it." Joan

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LETTERS

motoring from Panama to San Francisco. We would concentrate our free time enjoying places between Cuba and El Salvador, as they would require the most effort to return to. Have a great trip — and don't forget to send us some emails on your progress.

↑↓SCHOOL OF STARS

The cruisers who came to Banderas Bay last season enjoyed great sailing, romantic sunsets, and wonderful parties — but still managed to contribute time and money to support School of Stars, the local facility here for children with special needs. Financial donations are always welcome, but the school also needs items that can be obtained much less expensively in the United States. Educational toys, for example, such as jigsaw puzzles with big pieces, form fitters, paints and brushes, crayons and paper are all needed. I just bought a cartload of such treasures at a thrift store for less than \$20. If anyone wants a list of items that we need or has any other questions, please email me at: abmarine@pvnet.com.mx, and address it to School of Stars.

When folks arrive in Banderas Bay with these materials, they only need to contact Lupe on *Moon & The Stars* or me, *Tea Lady*, on Channel 22. We also invite everyone to come to the school to see the difference that their time and money is making.

Ronnie Barclay
Tea Lady

Readers — The day before the start of last year's Banderas Bay Regatta, the *Wanderer* co-hosted the First Annual Spinnaker Cup for Charity Race from Punta de Mita to Nuevo Vallarta, with all the proceeds going to the School of the Stars. We plan on doing it again this year, and hope that many of you will be able to participate. It is a good cause.

↑↓WHY HAVE A TRI WHEN A BENETEAU IS FASTER?

In the July *Sightings*, you stated that "A 32-ft Beneteau . . . came straight into [the maxi trimaran] *Geronimo* at an estimated 20-25 knots." Wow! Two thoughts come to mind. Either a Beneteau fell out of a passing airplane or Olivier de Kersauson should abandon the trimaran business and get himself a Beneteau! Thanks for the laugh.

David Kramer
Boatless in San Jose

David — Making mistakes is one of our specialties. The wind was blowing 20-25 knots, the Beneteau was not moving through the water at 25 knots.

↑↓WE'LL MAKE THEM WELCOME

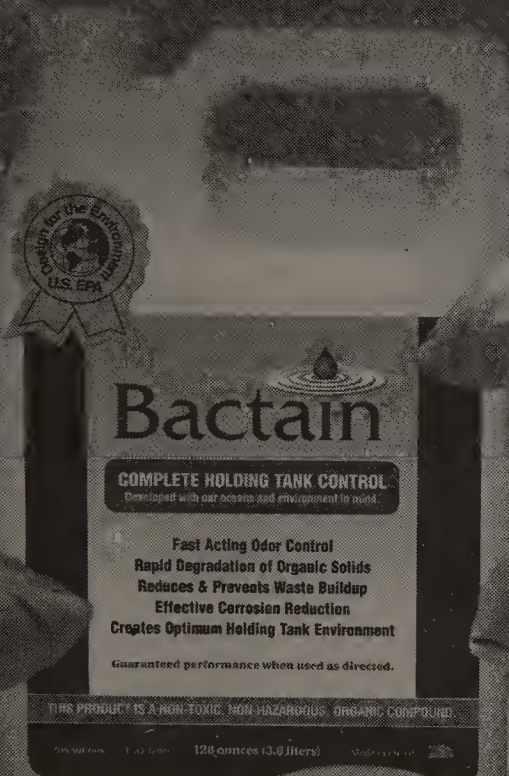
Have you heard anything new on the 'land canal' project to haul boats the 80 miles across the Baja peninsula from the Sea of Cortez to the Pacific? We have driven down Baja three times and there is quite a bit of publicity on the highway, but we haven't heard of any time frame besides *mañana*.

Fruitcakes is still in La Paz after last year's Ha-Ha, and we have been having a great time cruising the Sea of Cortez. Several of last year's Ha-Ha'ers are still hanging out in La Paz. Bring on this year's folks and we'll make 'em feel welcome.

Steve and Angelina Phillips
Fruitcakes, Catalina 42 MKII
La Paz

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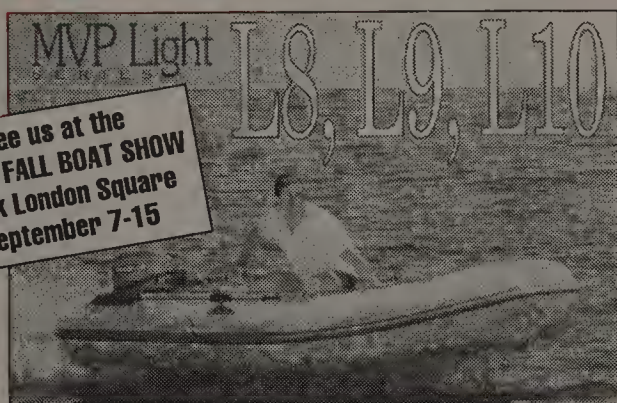
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LETTERS

built at Santa Rosalita on the Pacific side — not to be confused with Santa Rosalia on the Sea of Cortez side — but that's about it. We haven't heard any word that the opening of the 'land canal' is imminent.

OLD DOCKS NEARLY KILLED TWO BOATERS

The Ala Wai Yacht Harbor in Honolulu is slowly emerging from a decade of indecision. 'Privatization' is now firmly under way, as was decided by the Hawaii State Board of Land & Natural Resources, and subsequently signed off by Governor Cayetano and the State Auditor earlier this year.

The privatization option has been accelerated as a result of Hawaii's budget shortfall caused in part by the fallout of 9/11. The Ala Wai receives several hundred million dollars in tax subsidies. The need for a change in management was turbocharged by the spontaneous collapse of one dock, then several more, from old age and corrosion. Two mariners were nearly killed as a result of one dock collapsing, as they were unceremoniously dropped into the harbor between two large boats last November.

Substantive progress has already occurred in the harbor, as both the Hawaii and Waikiki yacht clubs have emerged from a decade of limbo last year by having their year-to-year leases upgraded to long term. As a result, both clubs have invested heavily in their premises. This includes a new upper deck dining area at Hawaii YC and beautiful new docks at the Waikiki YC. We hear that the Hawaii YC is also contemplating new docks as part of the privatization upgrade.

One of the reasons the Ala Wai has cost taxpayers so much money is that the slip fees are so low. They run 15% to 40% below that of slip fees in the Bay Area. For example, a 38-ft slip at the Ala Wai runs about \$160/month. Since it's cheaper to continue to pay the low slips fees than dispose of derelicts,



LATITUDE / RICHARD

many boats just sit — and with amazing frequency spontaneously sink at the dock. Some marina fingers are home to what amounts to homeless encampments, and the crime rates for murder, robbery, and drugs in the harbor and nearby park reflect it.

It appears that the leading gubernatorial candidates for the Democratic and Republican

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parties — Ed Case and Linda Lingle respectively — firmly support privatization, so progress shouldn't stop after the election in November.

It's conceivable that next year's TransPac will be welcomed to a gorgeous new Ala Wai, however it ain't over 'til it's over. The bid packet has yet to go out and the politicking continues — although dangerous docks are already being replaced,

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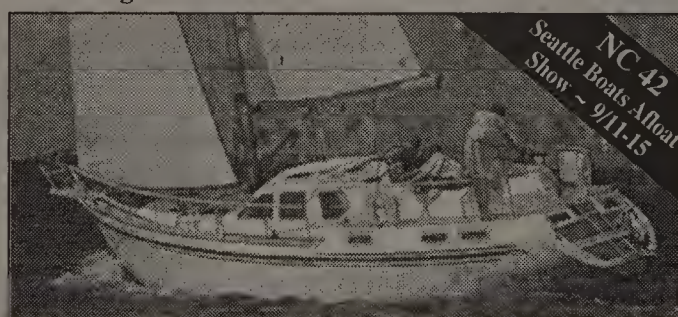
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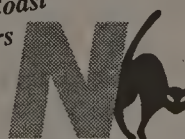


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LETTERS

continuing to burn an even bigger hole in the State's pocket. (<http://the.honoluluadvertiser.com/article/2002/Jul/13/op/op01a.html>).

A variety of special interest groups are continuing their efforts to resist privatization, coming up with proposals such as to 'self manage' — which could turn out to be the very definition of the 'tragedy of the commons'. This proposal seems ludicrous in light of the tens of millions of dollars required to replace all the docks, repair the parking lots, and manage an 800-slip marina. (<http://the.honoluluadvertiser.com/article/2002/Aug/01/op/op03a.html>).

Furthermore, charges of 'exploitation' by private contractors continues to be hyped by marina tenants who enjoy such low slip fees. (<http://the.honoluluadvertiser.com/article/2002/Jul/29/op/op04a.html>).

Tim Dick
Eau De Vie, First 42s7
Sausalito / Honolulu

Tim — We've visited the Ala Wai nearly once a year for the last 25 years in conjunction with covering the various summer races to Hawaii, so we have a long term perspective on the facility. As we've stated before, we think the Ala Wai is a crumbling monument to the inability of the state government to run such a facility. Thanks to decades of mismanagement, what should be the premiere marina complex in the Pacific has been a major failure for taxpayers and mariners alike.

A while back a comment of ours about dirt cheap slip fees resulting in the Ala Wai becoming a "dead harbor" were reprinted in Honolulu's major daily. Ray Pendleton, the columnist who ran it, said he got six emails in response — all of them in agreement.

More on the Ala Wai in this month's Sightings.

THE DECOMPRESSION WAS TRAUMATIC

Would you please add us to *Latitude's* Circumnavigators' List? We left Los Angeles in March of 1996 and returned in April of this year, having travelled 40,000 miles and visited 56 countries.

The reason we went around so quickly is so our son Ryan can attend high school with his peers. He was just an eight-year-old boy when we left, and is now a 6'2" 14-year-old. It would be interesting to know how many children have done the full trip like Ryan. We would like to be contacted at svdolphinspirit@yahoo.com by parents who have gone around with their children. Like us, they will know that having children along opens many doors and enriches the cruising experience. Don't leave home without at least one! We would also be happy to pass on our experiences on education, child development, and other related matters, to those contemplating taking children on a cruise.

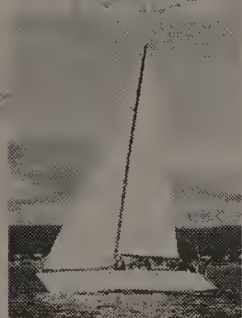
Although we knew our post-circumnavigation decompression would be a little difficult, we didn't expect it to be quite so traumatic. I guess we had selective memories about our pre-cruising life — just as we are now blocking out the bad parts of cruising.

Having heard all the horror stories about the Baja Bash, we were really concerned about our final leg. During our six year circumnavigation, we'd never experienced sustained winds of over 35 knots, so we were wondering if Dame Fortune would finally turn on us. As it turned out, we made it from Cabo to San Diego in seven days in April. The winds were light and the seas were calm — except for an hour or so around Cabo Falso. We made one stop. Thank you, thank you, thank you, to whoever organized the weather. Once again

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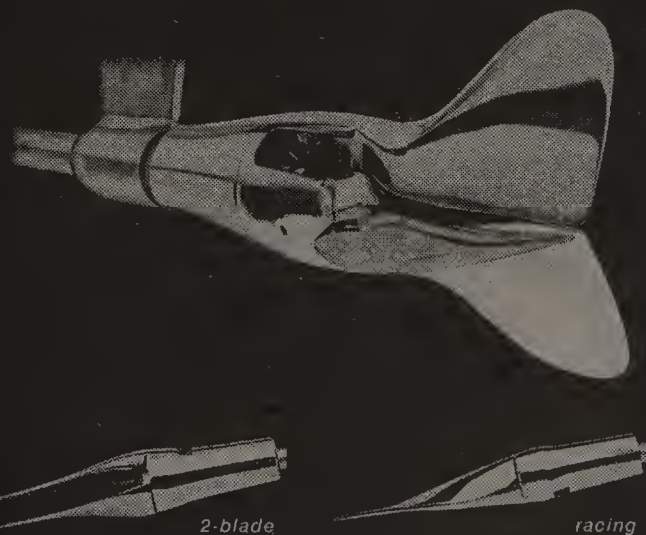
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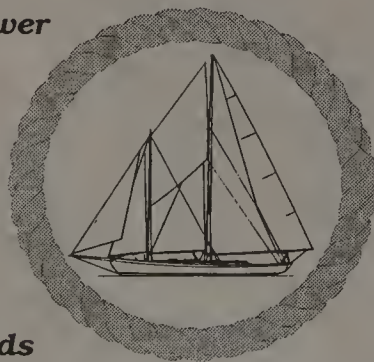
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LETTERS

we proved that being patient and waiting for the right weather pays big dividends.

I guess I should be pleased that those who have taken exception to my April issue — perceived to be negative comments about Mexico cruising and cruisers — have got my name wrong. In the future, we will take your advice and start from the north. This time it would have been difficult, given our approach from Panama.

We did enjoy racing aboard *Profligate* during the Banderas Bay Regatta. My hands and muscles have already recovered nicely, thank you, and the back spasms are almost gone. I am looking forward to the next time.

Laurie Pane

Dolphin Spirit, Mason 53 Cutter
Los Angeles

⇓⇓ I'M NOT TOO OLD, BUT I AM SLOWING

I have moved my Freedom 28 *Broadreacher* from Owl Harbor Marina in Isleton to the Antioch Municipal Marina. It's going to be a real shocker to some, but after 21,000 miles without an engine, I broke down and rigged up an outboard. I figured that I'm just getting too old to wait out adverse currents and calms. I turned 70 last April, so I'm not too old to sail, but I am slowing down a little.

The winds have been strong the first two weeks of August.

Al MacDiarmid

Summer Onboard in Antioch / Winter in Benson, AZ

⇓⇓ I WANTED TO TOUCH THE NOTCH AGAIN

I've written this by hand because I just gave my word processor away. In fact, I'm getting rid of all my landbound possessions so that I can go cruising again. As I started looking for a boat, friends steered me to *Latitude*. It's great to see that you're still alive — and better than ever — after all these years.

I hope to shove off in November for the Marquesas aboard *Offshore No. 2*, my Islander 30 MkII. Perhaps I can visit *Offshore*, my first boat, which I had to leave on a reef in the Tuamotus. In any event, I'm reading everything I can about the Marquesas and Tuamotus these days.

Ron Johnston sent me the June issue of *Latitude* so that I could read about Skip Allan, whom I used to race against in the old days. A page before Allan's letter was another letter about the *Survivor* television show that had been filmed at Daniel's Bay at Nuku Hiva in the Marquesas. I'd wanted to watch *Survivor* to see the scenes from the Marquesas, but I couldn't stomach the show. I was also worried about what they might do to the bay. I used to work in Hollywood, and know that exploiting locations was the norm. Location productions burn up good will, break promises, and leave behind broken things and big debts. So like *Latitude*, I was surprised by Clark Straw's mild assessment of the after effects of the show.

I'd been to Daniel's Bay in '74 with my boat. All the yachties in Taiohae came aboard my *Offshore* along with Maxine, our local friend and pilot. With four cruising skippers aboard, the sails were hoisted, and the halyards cleated and coiled like magic. I thought, "Boy, I could sail around the world with a crew like this!" We sailed for Daniel's Bay. When we got there, we went to visit his house. As you entered Daniel's house, you stepped over a great foundation beam. If you are as tall as me, you smacked your head hard on the great roof beam. Daniel walked over and handed me one of his wood carving knives. I looked at the beam, which had a row of notches cut into it, and carefully cut the next notch.

I have a snapshot of Daniel carving on a great slab of rose-

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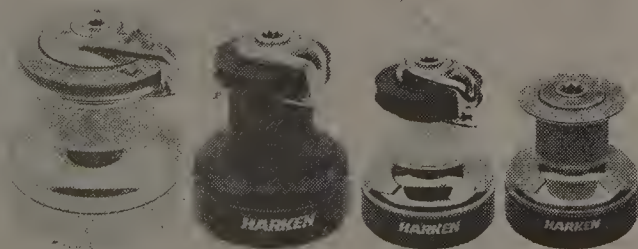
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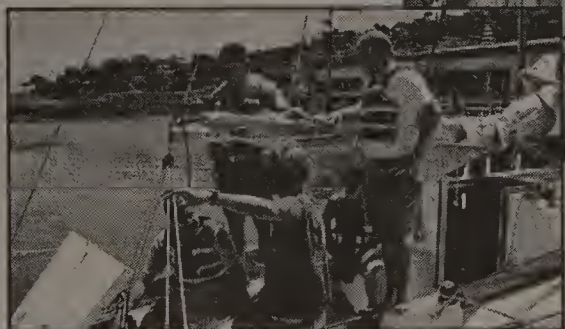


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LETTERS

wood, which was to be a coffee table to order. His daughter then guided us on a two-hour walk through jungle to the waterfall. In the next snapshot I'm between John Neal of *Mahina* and Bill of *Gypsy Cowboy*. Bill would later die in a Harley crash. I wonder what John is doing these days and if you know how I can get in touch with him.

Daniel asked if we would take his wife to the infirmary at Taiohae. We wrapped her in a blanket and she sat with her back to the spray. The course home was straight into fresh trades with a seaway. I fired up the Saab diesel, put the variable pitch prop in low, and we plowed into the seas like a Coast Guard cutter.

I had hoped to sail back to Daniel's Bay in the fall and run my fingers over those notches. But now his old house and the notches are gone.

Bill Amberg
Offshore No. 2, Islander 30
Big Bear City

Bill — If you can get on the Internet, you can find John Neal at www.mahinatiare.com. He and his wife Amanda sail all over giving offshore instruction. But he's a couple of boats past the Vega 27.

THREE BROTHERS ON A BOAT IN NORTHERN MEXICO

I've written before, telling you what a great time I've had sailing my Hunter 23 in the northern parts of the Sea of Cortez. Last year you even graciously gave me a nice mention in *Electronic Latitude*. I live in Fresno, but keep the boat in Mexico for most of my winter sailing. It's a 12-hour drive, but I find it well worth the effort three or four times a winter in order to fly spinnakers, do overnight trips, and sail with dolphins.

I have been going down to Mexico for 18 years and telling my two brothers about it. My older brother John lives in Maine and sails a Hunter almost identical to mine on lakes around his home. My younger brother Mike lives just outside of Kansas City and hasn't sailed much. We all have families and don't get to see each other very often, but we decided to get together for a week-long trip in Mexico on my boat.

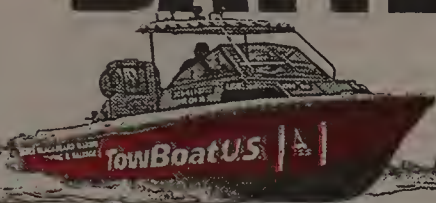
In late February, I picked them up in Phoenix and we drove south to the boat at Puerto Peñasco, which is about 60 miles south of the border. We provisioned and set sail the next day. The weather was fantastic, the water beautiful, but having my two brothers experience something that I've always wanted to share with them was the biggest thrill for me. We spent several wonderful days sailing the area and had some good adventures. For example, we all had to work together to push the boat off a rough bottom after we'd gone to shore and the tide went out further than we had anticipated. As many sailors know, the tides can be very deceptive in the northern Sea. We also had a few rocky nights on the hook when large swells rolled in.

Despite any discomforts, we all agreed that spending quality time together on a sailboat — as well as eating well, enjoying moonrises and sunsets, and being warm in the winter — left very little to be desired. We caught up on each other's lives in a way you cannot do with a phone call or letter. Three brothers on a sailboat in Mexico was indeed special — and, I suspect, a rare event.

P.S. I'm a loyal reader who appreciates all you do. I sold a boat and bought my current boat through the *Classy Classifieds*.

Patrick Cavanaugh
Let's Go For It!, Hunter 23
Fresno

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LETTERS

↑↓EVEN THOUGH I DON'T SMOKE

So there we were, anchored in Clipper Cove, Treasure Island, congratulating ourselves on setting up the railside stainless steel gas-bottle powered BBQ, and looking forward to BBQ'd halibut steaks from the Q and rice cooked on the galley's CNG stove. Did I mention that we didn't have any matches or lighters with us, and someone had cleaned up the boat and removed everything that would be useful in creating a flame? Our choices were 1) Sashimi and cold rice, 2) Up anchor and borrow some matches from another boat and then reanchor in the dark, 3) Light the BBQ with a distress flare, or 4) Start the BBQ with a spark.

Option #4 sounded the best, but we had no wire, and the 9V flashlight made a pitiful spark. Sparking the boat's 12-volt battery leads sounded iffy, and the batteries were too far away from the galley stove anyway. What to do?

We kept looking around the boat and finally found a circuit with excess wire under the bunk. We cut out the excess, and made a very healthy spark to light the BBQ bottle/regulator assembly's nozzle, which we had brought belowdecks. The well controlled — seriously — flame was then walked to the galley stove, where the burner was lit. Then the BBQ was reassembled, and lit with a burning brand ignited from the stove's burner. Yay team!

Then we turned the stove burner too low and the flame went out! So we repeated the whole process a few times until we finally decided to light both stove burners as cheap 'fire insurance'. A hot dinner was duly enjoyed by 10 p.m.

On my next trip there will be matches in my shave kit — even though I don't smoke.

Tony Hitchings
Crew on *Lionheart II*

Tony — That's a very clever solution. We can't recommend it to others, however, as we think that ultimately it would be a recipe for a disaster of one type or the other.

↑↓THIS MAY BE A LONG BATTLE FOR JOHN BURNS

I read about the serious health problems that have beset Sausalito master shipwright John Burns. I sent a letter to our local paper — which covers an area in which wooden boats are cherished — describing Burns' accomplishments and current troubles. If folks in the Port Townsend sailing community would like to make a contribution, where should we send the checks? I also mentioned the September 8 benefit for Burns at the Tiburon YC — just maybe some folks from up here will attend.

As you know, Port Townsend is home to the Wooden Boat Foundation. If ever a poster is created for John Burns, I would like to put one up at the Foundation office. This may be a long battle for him, and we want to be there for him.

Daryl Bulkley
Port Townsend, WA

Daryl — For complete information, call John Donovan at (415) 331-6313 or visit www.johnburnsbenefit.org. Thanks for your concern.

↑↓MEXICO CLEARANCE

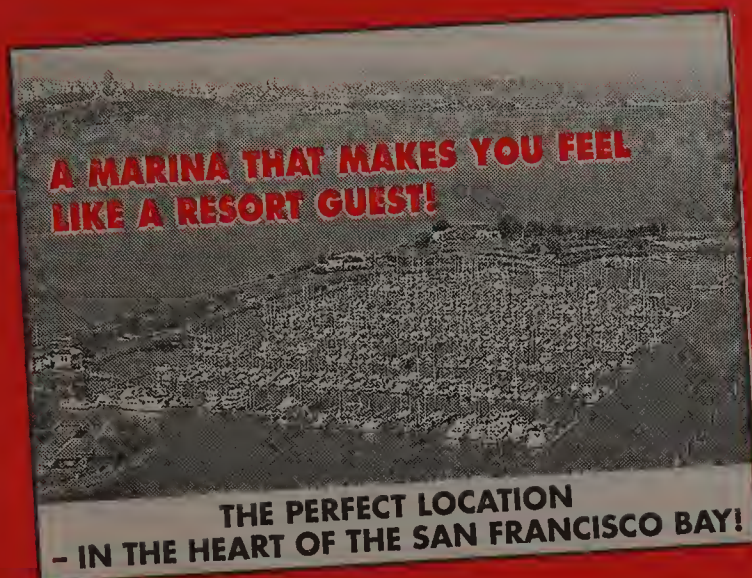
We just caught up with the July *Latitude*, which was great, as usual. We appreciated the extra info on the Cabo checkout business, but have one small correction regarding our letter on the subject. When we arrived at San Diego, nobody asked us for any Mexican checkout papers. We don't know if we got away with something or whether they never ask for them.

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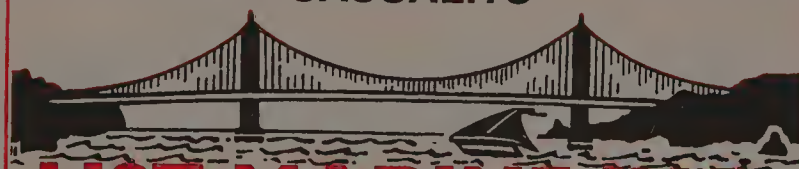
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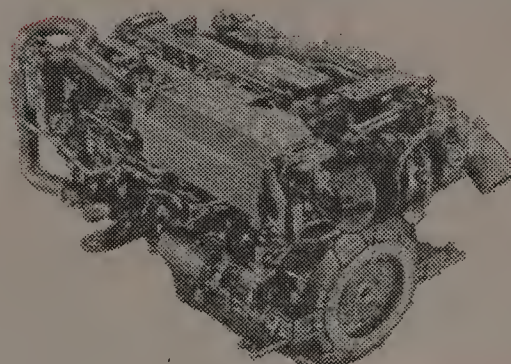
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LETTERS

Also, reading the part of your response that says the old Mexican law "... requires that boats have a sanitary inspection when arriving from or leaving for a foreign port ..." raises the question of whether the 2002 Ha-Ha fleet is gonna get whacked for an extra \$100 per boat when they arrive in Cabo. It's probably not practical, but maybe you should stop at Mag Bay instead of Bahia Santa Maria, or arrange for the Mag Bay port captain to motor over and clear in the fleet.

Anyway, we certainly hope it works out for everyone going south. We just wish we were going again this year — we'd gladly pay the extra bucks! Any cruisers who boycott Mexico thinking it will change the clearing procedures is out of touch with reality. And they — as *Latitude* has said — are making a serious mistake, because cruising in Mexico is more than worth the extra expense and minor hassle. Not that we wouldn't mind an improvement in the clearing costs and procedures.

Dave and Merry Wallace
Air Ops, Amel Maramu
Redwood City

Dave and Merry — We don't recall American officials ever asking us for the clearing papers from a foreign country, no matter if it was from Mexico, Cuba, or any number of islands in the Caribbean. Indeed, we've known of a number of cases where cruisers have elected, for one reason or the other, to leave a country without clearing. If they had a good story, it usually — but not always — was accepted without a problem at the new country.

As for the Cabo Harbor master requiring \$100 health certificates for all the arriving Ha-Ha boats, we suppose it could happen, but doubt it. If nothing else, it would provide a perfect opportunity for hundreds of cruisers to protest Mexican clearing fees all at once.

We do, however, think it's important to keep everything in perspective. In the unlikely event each boat would have to pay \$100, it would still pale by comparison to the \$3/ft/night — not per month — fees being charged by some marinas on the East Coast of the good old U.S.

OLD SAILS MAKE NEW CLOTHES

There is a firm named Sea Fever Gear that recycles old sailcloth into usable items such as windbreakers, gear bags, and such. It is owned and operated by two sisters, Pixie and Penny. If owners send their old sails to them, they can have gifts made for their crew. Pixie's email address is pixieh@mymailstation.com. The firm's web address is www.seafevergear.com.

Kerry Myers
Mill Valley

Kerry — We gave Penny Cronen a call on Cape Cod, and she told us that Sea Fever — named after the family's former boat, a Mercer 44 of the same name — is basically her and her sister Pixie Haughwout, who works out of San Diego. Much to our surprise, Penny said they have no excess of material — and would be delighted if anybody wanted to 'dispose' of their old sails by giving them to them. They accept both spinnakers and white sails — although we can't imagine they'd make one of their 'naughty nighties' out of an old Kelvar heavy #1, what with the danger of nipple rash. In any event, if you want to get rid of some old sails, call Penny in Cape Cod at (508) 945-6463 or Pixie in San Diego at (619) 222-7024. We shredded a lovely half ounce white chute on the recent King Harbor Race and now we know how we're going to get rid of it.

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↑↓RISKY OCCUPATIONS

I do not want to get caught in a dangerous place between a tugboat operator and a mad scientist, but it didn't make sense to me that a market checker was the most dangerous occupation. Before I proceed, I admit that there are more Chinese people dying each year than people from Denmark or Finland, but I am pretty sure that is because there are so many more Chinese people. Similarly, more truck drivers die on the job than pilots because there are so many more truck drivers.

Worker's Compensation Insurance rates are a very good barometer of how dangerous a job is, and since I was pretty sure loggers' rates are among the highest, I looked up the information on an OSHA website. The chart I found gave both the total number of workers killed and the percentage rate of deaths per 100,000 employees for the year 2000, which is the only rational basis for comparison. To keep it short, deaths per 100,000 employees are as follows:

Loggers	122.1
Pilots	100.8
Truckdrivers	27.6
Agriculture	25.0
Police	12.1
Sales	2.3

Tugboat operators, market checkers, and teachers did not make the list. While this does not settle the dispute between the science teacher and the tugboat operator, hopefully it will rationally set the general record straight.

Ernie Copp
Orient Star
Long Beach

Ernie — Remember the old line about 'statistics are like prostitutes in that you can pretty much do whatever you want with them'? There can be countless variables in the way statistics are gathered, so it wouldn't surprise us if there is 'evidence' to support any number of occupations as being 'the most dangerous'.

↑↓NO RIDING THE RUBBER RAIL?

This is a copy of a letter that I sent to Chuck Hawley of West Marine Products that should be of interest of anyone with an inflatable:

I am a West Marine customer who has purchased two Avon Rover inflatables through your South San Francisco store over the years. On August 10, I was pulled over by the San Joaquin Marine Sheriff patrol boat near Tinsley Island. Officer Mike Dugger very politely told me that I was operating my boat in a negligent manner by sitting on the outer tubes of the inflatable. My three sons were also sitting on the tubes of our 12-foot boat. While the boat's capacity is 1,200 lbs. (boat and motor 178 lbs. + crew), our combined displacement was about 180 lbs. under the limit.

I explained that inflatables are designed to have the occupants sit on the boat's tubes, which are the center of buoyancy. Officer Dugger told us that we could return to our sailboat about 100 feet away, but if we continued toward Herman & Helen's Marina, I would be cited under code 6697 — Prima-Facie Evidence of Negligent Operation. I returned to our vessel and stewed.

The following week I called the Sheriff's Department to inquire if this was a misunderstanding, or whether I had been operating my boats incorrectly for the last 13 years. Today I

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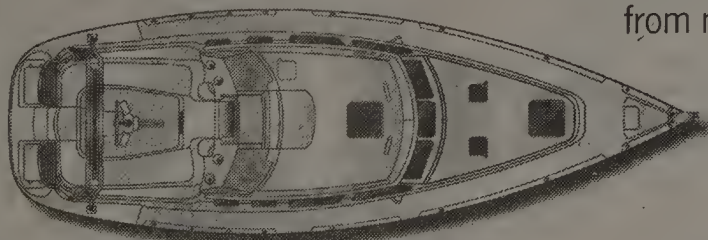
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Show sponsors have worked out an arrangement with Minneys, whereby bonafide exhibitors may deliver their surplus boat gear and equipment to the "flea market" section of the show where the crew from Minneys will take responsibility for it. Ernie Minney will personally supervise the pricing of your gear, the selling of it and the accounting. Minney's will charge a 20% commission for providing this unique service. Please call Minneys anytime after Labor Day to discuss your surplus inventories with Ernie.

Please also note that Ernie has set up a \$100,000 line of credit to make purchases for his blow-out booth at the show. If you would rather grab a chunk of the 100 grand, that's fine with us! This is a good option for the marine industry businesses that are unable to make this fine show.

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P.S. We are now accepting payment for selling spaces for our October 20th marine swap meet in front of our store. Only 100 spaces available. \$30.00 per space for boat owners and \$60.00 per space for boat dealers etc.

LETTERS

received a package from the deputy who pulled me over, with a very professional note and the copy of the code he felt applied to my situation. Code 6697 reads as follows:

"Pursuant to the provisions of Section 655 of the Harbors and Navigation Code, the following described acts endanger life, limb or property and constitute evidence of reckless or negligent operation. a) Riding on the bow, gunwale or transom of a vessel propelled by machinery underway when such position is not protected by railing or other reasonable deterrent to falling overboard, or riding in a position or manner which is obviously dangerous. These provisions shall not apply to a vessel's crewmen in the act of anchoring, mooring or making fast to a dock or another vessel, or the necessary management of a sail."

Items b) and c) did not apply to my situation.

While I consider myself a very safety conscious sailor, I don't feel that the San Joaquin County Sheriff's Marine Division is properly applying this code section. It seems to me that the best use of an inflatable boat is to load the center of the craft with your gear and sit on the tubes which are the buoyancy centers. What are your thoughts? Should West Marine — probably the largest retailer of inflatables — be advertising "reckless and negligent operation" (2002 catalog, pages 236, 238, 243 and 259 with your picture on it!)? I think it is ironic that I upgraded to a larger inflatable and a four-stroke outboard only to be told I can't use the boat for its intended purpose.

Chuck, you do a great job in your capacity with West Marine. I hope that together we can bring about a change of attitude on this subject with the Delta marine authorities.

Jon Jones
Northern California

Chuck Hawley of West Marine responded as follows:

"I agree with your observations about the advantages and logic of operating an inflatable from the tubes, rather than either sitting on the sole or on a thwart. Generally, I sit on the starboard side of the boat's hull, and steer with my left hand. I know others, including those who do surf rescue, who steer from the port side, but it's a matter of personal preference. My passenger generally sits opposite me in the forward port area.

The new air floor boats allow one to sit on the sole or floor with greater comfort, but with far less visibility. I still feel like I have more control when sitting on the tube.

In a current Zodiac catalog, I can only find a few images where the operator appears to be sitting on the starboard tube. In virtually all images, he is crouching on the floor, starboard aft, while his passenger sits on the thwart. It doesn't seem very realistic, but I believe they made the change in the catalog in response to the legal issues you have described. (The catalog also shows nearly 100% compliance with PFD usage.)

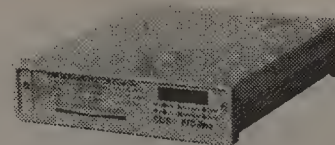
I am not sure what to tell you. We even put handles in positions so that tube-driving operators can hold themselves in place in rough conditions. But it could very well be that there is a law, based on less stable aluminum and fiber glass small craft, that prohibits sitting on the "gunwale".

If you want to pursue this, you might contact NASBLA, the National Assn. of State Boating Law Administrators, and see if there are exceptions for inflatables in any states (<http://www.nasbla.org/>). You could also contact the Coast Guard Office of Boating Safety, 202-267-1949, and see if they have any other input. That's the Chief of Boating Safety's inside number, but there's a new man in charge whom I have not met. Please let me know what you find out! I have also copied Virgil Chambers of the National Safe Boating Council, who is

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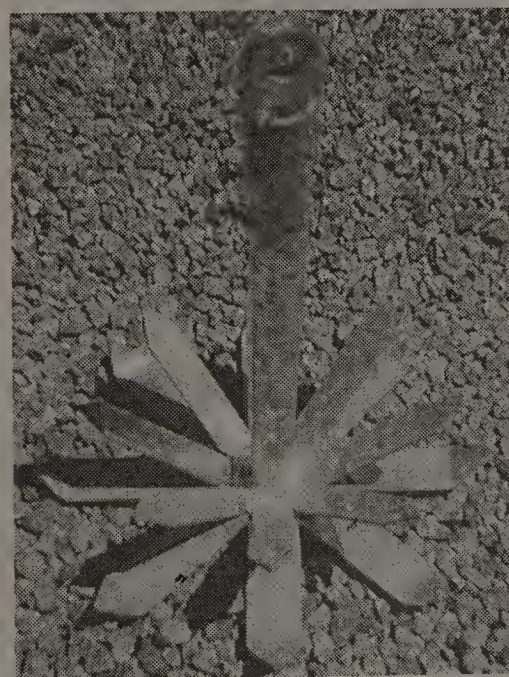
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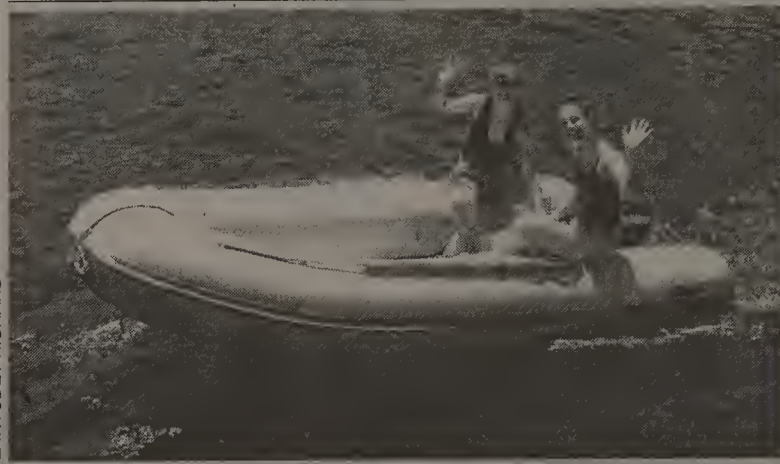
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LETTERS

very well informed on boating safety laws."

Readers — As long time operators of inflatables, we ride in exactly the manner that Chuck Hawley does — aft on the starboard tube with the first passenger forward on the port tube.



LATITUDE / RICHARD

As far as we're concerned, these young ladies are operating this dinghy in the safest possible manner — except for the lack of PFDs.

We're glad to hear that Officer Dugger was polite, but we would have countered that we certainly were in compliance with the law as set forth by Section 655 a), for we indeed had a "reasonable deterrent to falling overboard" — specifically, the right hand grip that's built into the starboard tube for the very purpose of keeping the driver secure. At the moment of impact with a wave, this active restraint — like a hand-operated seat belt — is far more effective than a passive rail would be. If Officer Dugger would like a demonstration, we'd be happy to provide one.

↑↓POVERTY SUCKS

I'm writing in response to Frenchman Pascal Cellier of New York, who in the August issue wrote to implore cruisers not to give money, clothing and such to the impoverished residents of bucolic Mexico and other poor countries.

I spent the first 20 years of my life as a child in Appalachia, a most lovely, pastoral, poverty-stricken 'paradise'. I have even the credentials of having a Native American mother. But I can tell Pascal that poverty sucks. Take him out of New York and let him spend six months contemplating the tail and rectum of a mule in the hot sun, and his attitude will change. He and all his kind can kiss the ass of my mule Sarah — and mine, too.

I got out through hard work and capitalism, not through the benefits of jerks like him.

Robert French
Wenonah
San Rafael

Robert — Your letter seems a little contradictory. On the one hand you imply that it's important that cruisers help out with money and clothes, but on the other hand say you got out of poverty through hard work, not the benefits of jerks. We're puzzled.

↑↓INTERNATIONAL 110s

Your August issue was outstanding. In fact, it was the only thing that allowed me to keep my sanity during the interminable flight from Providence, Rhode Island, to Sacramento, that brought me home from racing a chartered boat in the



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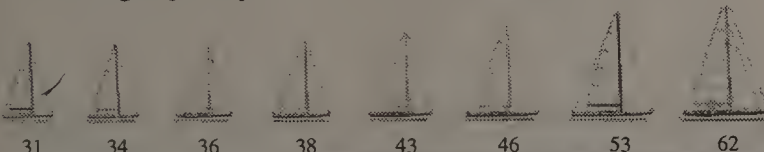
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LETTERS

International 110 Nationals in Newport, Rhode Island. I particularly enjoyed the story of the family who cruised up the Delta in the late 1940s — it was one of the best items to ever appear in *Latitude*.

Speaking of 110s, I've been meaning to thank you for your May coverage of the reunion of 110. I was able to attend, and I think that your reporter did a great job of capturing the spirit of the event and the love that a lot of folks have for what is admittedly a unique boat. It's probably as much my fault as his that there was no mention of the existing fleet that sails on Tomales Bay, but Stan Morris' photograph of our fleet that you so generously ran on your June 3 *'Electronic Latitude'* took care of that oversight. We expect to have several more boats on the line next season. Anyone who is interested in joining us should contact me through the International 110 Class website at www.110class.com.

Chris Waddell
International 110 #430

↑↓WHAT TO DO WITH THOROUGHLY TRASHED SAILS?

Larry Weaver of Santa Cruz asked what he could do with his worn out Mylar sails, and you asked if anybody knew an answer. We know what to do with them!

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Ashley Perrin
Northern California

Ashley — Sounds great, we wish you the best of luck.

↑↓WE NEEDED HELP

Our letter is to thank all the returning racers and fellow sailors who stopped or called out to see if we needed help on July 27 in the Alameda Estuary. We were blown into the loading dock, which broke our forestay, which caused our mast to come down. A special thanks to Mike Simpson, who jumped off a friend's boat to help us get the mast and rigging onto the boat and the sails off. We also want to thank the two young men in the cabin cruiser who kept circling giving moral support. Last but not least, a big thanks to Sandie and Dennis from the Treasure Isle Marina. They welcomed we weary survivors with open docks, a telephone to alert worried family members, and hot showers. Thanks to all!

Gail & Wym Price
Triskele
Out of Petaluma

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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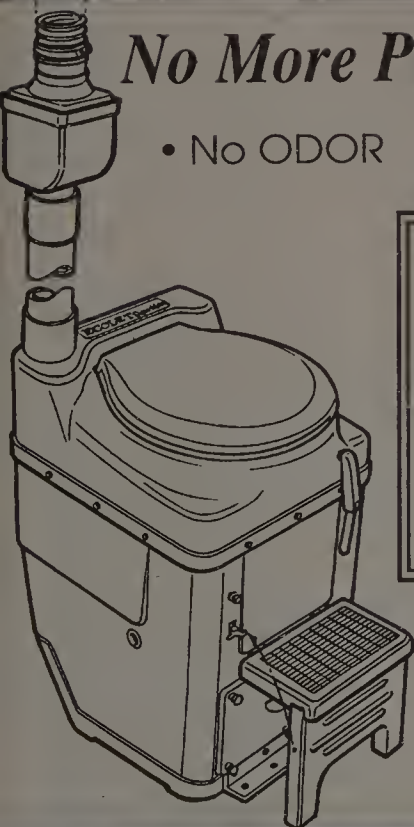


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LOOSE LIPS

No record — for a change.

The maxi catamaran *Orange* fell short of a new round Britain and Ireland record last month after being becalmed three miles off the finish line. "That's the way the cookie crumbles," philosophized skipper Bruno Peyron of missing the 1994 maxi (5 days, 21 hours, 5 minutes, set by Steve Fossett on the 60-ft trimaran *Lakota*) by a little more than an hour. "But it's okay, we came up smiling anyway as we've had a great five days together," said Peyron. This and other planned record attempts are part of an ongoing public awareness program to keep people aware of the maxi-multihulls, which are scheduled to race around the world again in 2004. In May, the 110-ft *Orange* (ex-*Innovation Explorer*) set a new round-the-world record of 64 days and change in the Trophee Jules Verne.

Suddenly Alone.

You've heard about it and we've written about it many times: the male half of a cruising couple falls overboard — and is lost because the woman left aboard does not have the experience to get him back. There are many women-only courses out there to give women the confidence and skills to operate a sailboat, but until now, none specifically aimed at the critical operation of actually trying to get a large and perhaps unconscious man back aboard. We're happy to see that the Cruising Club of America has designed a day-long course called *Suddenly Alone* aimed at just that. No dealing with rough weather or learning to sail here — *Suddenly Alone* is focused on getting someone back aboard. Indeed, a large part of the on-the-water instruction is showing women how to hoist a life-size, 180-pound fireman's dummy from the water onto a sailboat. Taught mostly by experienced women, the course aims to assist couples as a unit — and it apparently doesn't take long for the men to recognize their lives could depend on its outcome.

The bad news for west coasters is that the only *Suddenly Alone* course offered this year is in Portsmouth, New Hampshire on November 16. Hopefully, the \$100-per-person course will make its way out here someday, or a version of it will be implemented locally. For more information on the seminar, go to the Cruising Club of America's website at www.cruisingclub.org.

Happy birthday.

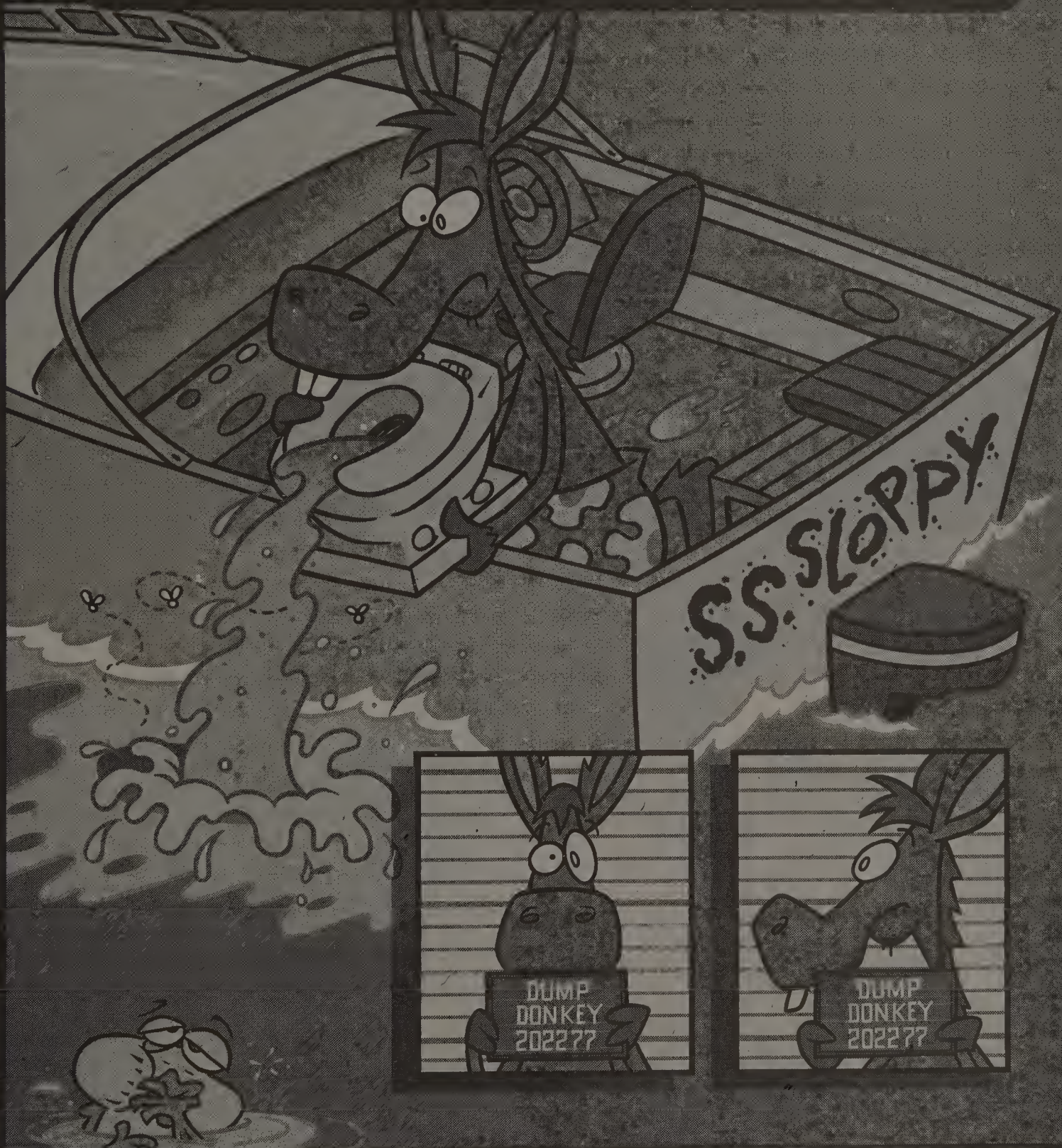
The chicken and egg thing rages on, but the birth of the class of U.S. military ships called destroyers is easily traced. During the Chilean Revolution in the late 19th Century, a new weapon called the patrol/torpedo boat wreaked havoc with the cumbersome ironclads. Admirals around the world sat up, took notice, and decided they needed a light, fast new ship to deal with the threat — and the "torpedo boat destroyer" (later shortened to just 'destroyer') was born. The first ones were built in Britain, with America joining the fray in 1900 with the launch of the *USS Decatur* and *Bainbridge*. 2002 marks the 100th birthday of the destroyer in America.

More than 1,000 destroyers have been built in this country in the last century, and it would be hard to imagine a more versatile platform. At one time or another, destroyers have been used for virtually every type of Naval surface operation except launching airplanes.

With a few exceptions, all U.S. destroyers have been named for naval heroes. Among them two ships named *USS Thessalonians*, for five brothers who perished on the same ship in World War II; the *USS Hopper*, the only 'tin can' named for a woman — Rear Admiral Grace Hopper (who invented the

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LOOSE LIPS

COBOL computer language); and the Navy's newest destroyer, the *USS McCampbell*, which was commissioned August 17 in San Francisco. Captain David McCampbell was the Navy's highest scoring ace in World War II.

Although once ringed with Navy bases and home to dozens of ships, the August commissioning (former Secretary of State Madeline Albright broke the champagne) was a distinct oddity in modern San Francisco. It was arranged by the ship's first skipper, Commander Mark Montgomery "to honor the naval heritage of the San Francisco Bay Area." Good on you, Commander!

The 510-ft, \$1 billion *McCampbell* — sistership to the *USS Cole*, which was also recently recommissioned after the terrorist attack in Yemen holed her back in October of 2000 — took off for her new homeport of San Diego the following Monday.

For more on the destroyers' 100th anniversary, check out the Destroyer Centennial Websites at <http://www.chinfo.navy.mil/navpalib/ships/destroyers/destroyercent.html> and/or <http://www.surfacewarfare.navy.mil/destroyercentennial/>.

Good question.

Someone asked us the other day if a radar detector that you use to avoid getting tickets in your Corvette would work to detect ship radar at sea. It could sure save mariners time, space and a few bucks if they could carry the compact little units from boat to Corvette and back. But we have no idea if it works. Can anyone help us out?

Did you know. . . ?

In the old days, British coastal ships often carried a cage full of crows aboard. It was well known that crows detest large expanses of water and that, as soon as they were released, they would fly directly for the nearest land. Useful stuff in foggy weather. That's where we get the expression "as the crow flies," and how the lookout station on a ship's mast got to be nicknamed "the crow's nest."

Our condolences.

We were saddened to learn that Hank Easom's beloved wife Joy passed away last month. Our condolences go out to Hank and his family.

Eight bells.

I'm sorry to announce that great friend and sailor John Jacobs, passed away on July 15 from cancer. He was 76. Up to the end, he remained positive, inspiring all of us with his courageous fight, and up to within weeks of his death was still racing on his beloved Catalina 30 *Trey Shay*.

John was always extremely active with the Catalina Fleet, as an Officer for many years, including being the mainstay that kept the racing fleet continually active. He was also involved and influential in the planning and economic development of the City of San Francisco, including being a founder of the Mayor's fiscal advisory committee, and being instrumental in the creation of the Golden Gate National Recreation Area.

John loved sailing, and particularly racing. I was lucky to have been a regular part of his crew for a couple of years, and was always amazed at how much John could get out of his boat. Those who raced against him certainly knew. I was particularly happy to hear that John outfoxed a couple of our fellow Cat 30 racers, winning what turned out to be his last race.

The Catalina 30 fleet is currently considering naming the

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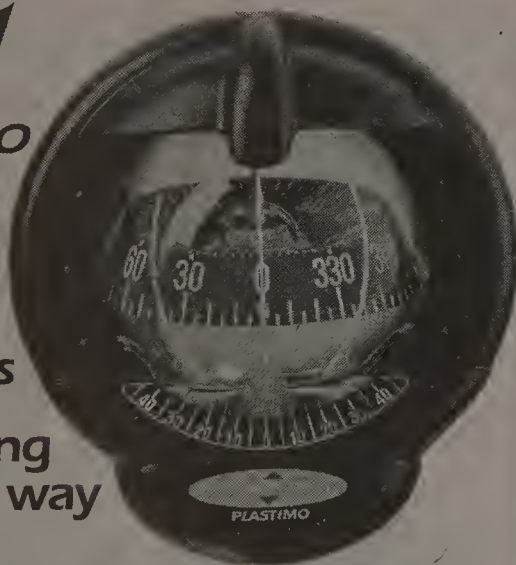
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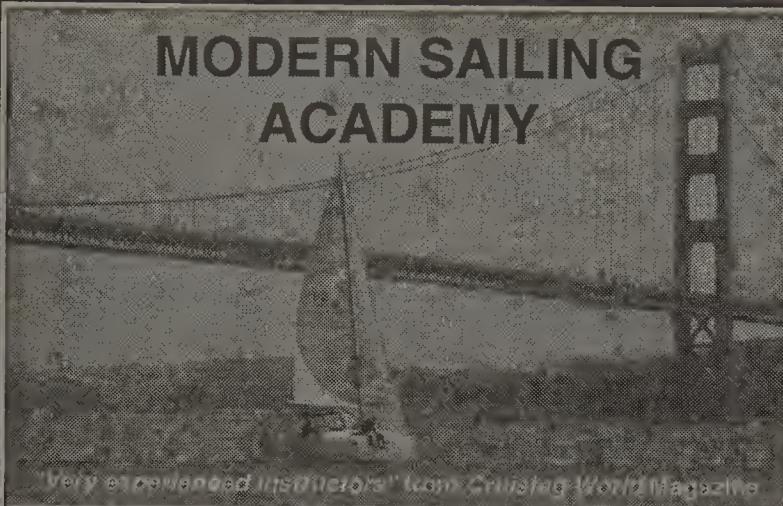
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LOOSE LIPS

class championship trophy for John. It would be a fitting tribute to such a great sailor, great man, and great friend.

Mistaken identity.

Accuracy in reporting is something all journalists worth their salt aspire to, but few of us can achieve with consistency. It's why we try our utmost to talk directly with the people involved in newsworthy events rather than rely on secondhand information from other sources. And — perhaps most important of all in this business — why we try never to assume anything.

A good example of the trouble you can get into surrounds the medevac which took place early last month from the Santa Cruz-based Hinckley 42 *Alcyone*, which was homeward bound from Hawaii after having participated in the Pacific Cup. Two crew had intestinal troubles and had to be medevac'ed off.

Actually, in this case, most news accounts and press releases were fairly accurate and consistent — except one. Somehow, someone at the *Port Townsend Leader* newspaper got it in their head that it was the Port Townsend-based *Alcyone* that was the subject of the rescue. This *Alcyone* is a 65-ft charter schooner owned and run by John 'Sugar' Flanagan and his wife Leslie McNish. The confusion obviously arose from the name of the boat and, ironically, that the schooner *Alcyone* would also have been on the way home from Hawaii at about the same time, on the last leg of a two-year trip to Ireland and back.

For (we hope) the most accurate account of the medevac from the other *Alcyone*, see our coverage in *Sightings*.

Black pearls.

As you'll read later in this issue, the Pacific Puddle Jump Class of 2002, has been having a rollicking good time sailing to, and exploring, French Polynesia. Jan Twardowski of the Deerfoot 64 *Raven* sends this insightful report on Black Pearls:

Yes, they are everywhere in the Tuamotus. Sometimes it seems that every Tuamotuan has a pearl farm ("ferme perlière" in French), or a 'cousin' who does, and will be glad to show you around. Grafting, where the skilled workers introduce the 'nucleus' into the oyster, is fascinating to watch; don't miss a chance to see someone doing it.

Natalie and Rob Sellin of Wilhelm were the champions at getting to know Tuamotuan pearl families in Apataki and Fakarava, and becoming fast friends; Rob even worked on a Fakarava pearl farm for a week.

The best 'deal' we heard of was by one cruiser who traded a jug of 100 pearls for a bottle of scotch and one of rum! We bought our pearls from Frederic in Pouheva village in Makemo atoll, and Joachim in Rotoava village in Fakarava atoll. Many Class C and D pearls can often be bought for around \$5 or \$6. The imperfections are often easily hidden by settings, but lack of luster can't be, so choose carefully.

Class A and B pearls — the best ones — can be hard to find in the Tuamotus, as nearly all are sent directly to the wholesalers in Papeete. When you do find them, they cost far more than lower quality pearls, even in the atolls. For fun, go into the fancy jewelry stores in the resort areas and check the prices. But never show them your pearls, tell who you got them from or what you paid; the pearl farmers might get in trouble with their cooperative associations.

We were told that tourists are limited to taking a maximum of 10 unmounted pearls out of French Polynesia. In practical terms, this probably only matters if you're flying out with them, as no one is likely to inspect a boat for pearls.

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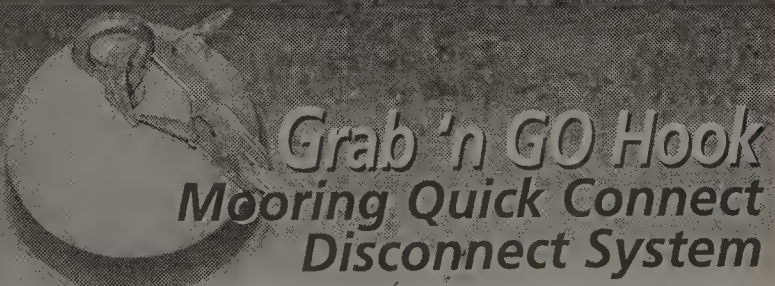


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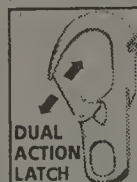
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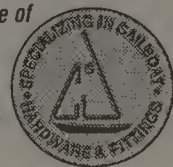
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SIGHTINGS

major voyage on a micro boat

Sailing to Hawaii is not nearly the 'feat' it once was. Even singlehanded there has become almost commonplace. Still, voyaging to the islands remains a dream for many sailors. Bill Teplow is one of those. What made the realization of his dream unique was that he did it in a 19-ft West Wight Potter.

Everyone who sails knows what a Potter looks like, but we'd guess few outside its enthusiastic group of followers know much about the boats. These little pocket cruisers trace their lineage back to Englishman Stanley Smith. In 1949, he put together a 15-foot boat in a church basement in Nova Scotia and the next year sailed it to England — and back! Smith eventually settled in England, on the western half of the Isle of Wight, and began, ahem, pottering around building replicas of his snub-nose little cruiser. Production eventually returned to the U.S. and Southern California, where International Marine has been turning out 200-400 boats a year since the 1970s. About half of those are WWP-19s, a Herb Stewart-designed big brother to the 15 that joined the lineup in 1971.

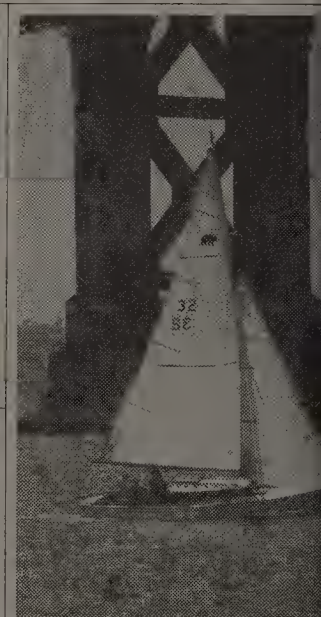
Teplow, 55, was born in Berkeley and raised in the South Bay. Until recently, the last time he had sailed was in the late '60s — on an 18-footer he kept in the Berkeley Marina while attending the university.

continued on outside column of next sightings page

umibs, marbs

The Coast Guard often receives calls for assistance from mariners who are not in immediate danger. Examples of immediate danger include, but are not limited to: sinking, fire, or danger of running aground. If the mariner is not in immediate danger, the Coast Guard will evaluate the situation and determine whether to broadcast an Urgent Marine Information Broadcast (UMIB), assist the mariner in contacting their desired source of assistance, or, if there is no identified source, broadcast a Marine Assistance Request Broadcast (MARB).

A UMIB is a tool the Coast Guard uses to alert the maritime public to a distress or potential distress situation. Situations where a UMIB is always issued include flare sightings and reports of vessels that are overdue. Other UMIBs are decided on a case-by-case basis according to what



Summer officially ends on September 22. So get out there — there's none left to waste! For inspiration, here's a selection of never-published 'looking good' shots from the last few months (clockwise from left) — taking a bow; daysail on 'Lelo Too'; a Bear at the Gate; cattin' about off TI; practicing for the Worrell; nice folks on a Folkboat; sailing past The Rock. All photos latitude/jr.



and real emergencies

the Coast Guard calls 'The 10 Factor.' The 10 factors considered are: 1) the nature of the situation; 2) the medical and food supply on board; 3) position accuracy or lack thereof; 4) visibility (including daylight); 5) tide and current conditions; 6) present and forecast weather; 7) age and health of people on board; 8) reliability of communications; 9) the degree of apprehension of the people on board; and 10) whether there is a potential for the situation to worsen. If, after evaluation of all 10 factors the Coast Guard determines the mariner is either in distress or potential distress, a UMIB is issued and the appropriate Coast Guard resource sent to the mariner's location.

Alternatively, if after evaluation of all 10 factors the Coast Guard does not believe the mariner to be either in distress

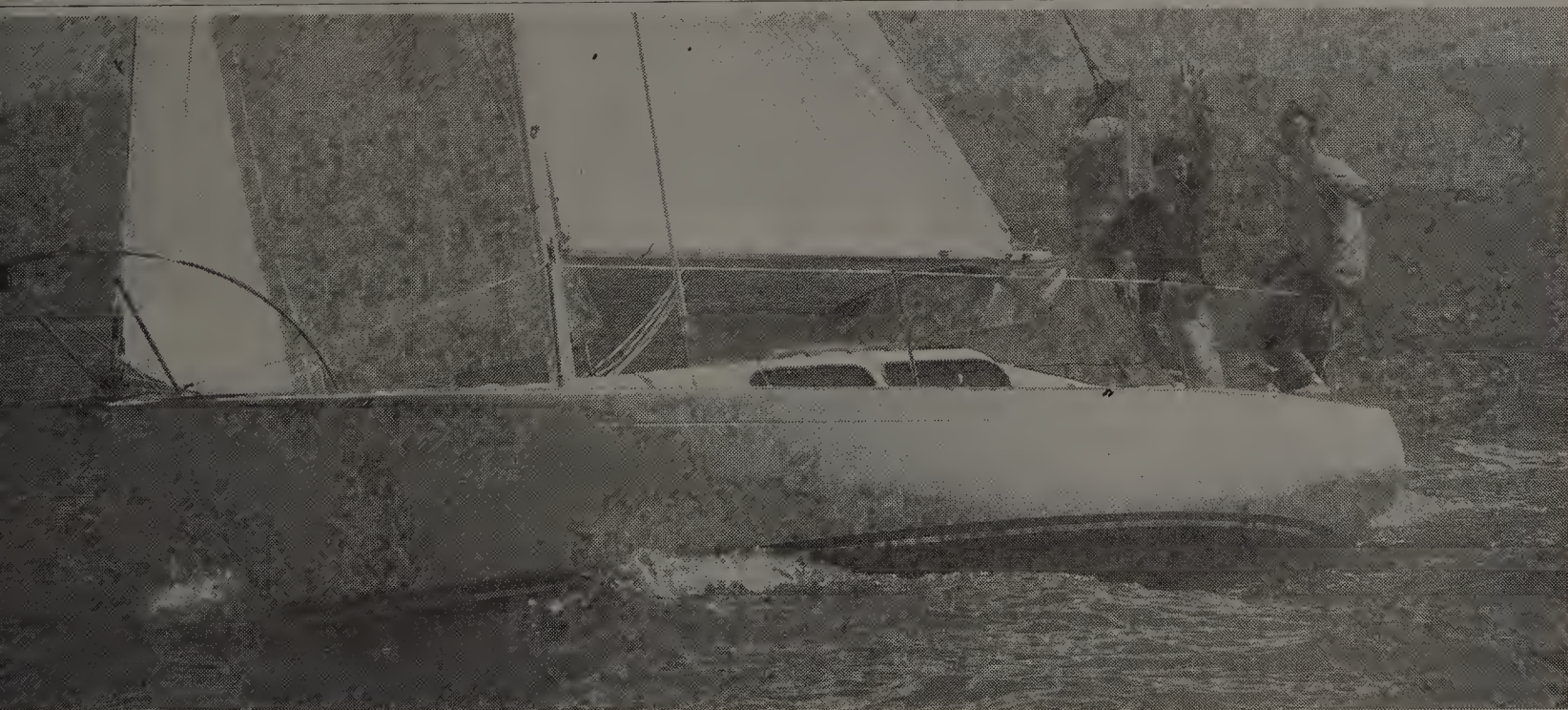
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major cruise/micro boat — cont'd

After graduation, life and a career as a geothermal geologist took him away to other things for, oh, the next 30 years or so. What got him going again was a solo kayaking trip to Baja a few years ago where he rigged his kayak with a little sail. "I really enjoyed that," he recalls, "and decided to get back into sailing."

Having become accustomed to a small boat that could easily be beached, it didn't take long for him to 'discover' the West Wight Potter. One of the main attractions of both the 15 and 19 is retracting keels that allow them to be beached — or launched — in only a foot or so of water. Teplow also found the active and helpful Potter Yachters society of San Francisco, the largest and most active Potter organization in the nation. (There are also fleets in the Pacific Northwest, Southern California, the East Coast and . . . Minnesota?) Longtime Potter sailor Jerry Barrilleaux became a mentor of sorts in bringing Teplow up to speed and getting him the right boat, which he bought new in 1999. Like all Potter sailors buying new, he purchased hull #1077 direct from the factory and christened her *Chubby* "for obvious reasons." Other than the "premium layup" option — which adds two additional hand-laid layers of glass and mat in the bottom of the hull as well as complete companionway bulkhead balsa coring — *Chubby* was basically a

continued on outside column of next sightings page



SIGHTINGS

major cruise/micro boat — cont'd

stock boat.

Teplow had big adventures in mind from the outset, notably a sail up the inland passage from Seattle, and a return to his old kayak haunts in the Sea of Cortez. Originally, though, Hawaii was not part of the grand plan. That idea came about only a few months ago, when he learned his career would take him to the Big Island for a six-month consulting job on a new geothermal well.

By then, Bill had been sailing the boat regularly on the Bay and ocean for almost three years. He was familiar and comfortable with her in conditions up to 25 knots of breeze in the Slot during an ebb, and had made a number of modifications to the boat, including making the companionway hatch more watertight and adding a couple more cockpit drains to augment the single stock one. He had sailed the boat to the Farallones and back twice. He had just finished up a couple of big jobs and had a month and a half before the Hawaii one started. He even had a contingency plan.

"I really hadn't 'shaken down' the boat in anything more than 25 knots in the Bay," says Bill (the Farallones trips had less breeze), "so I arranged the first five days of the trip as the shakedown. I'd planned my trip on a standard Jimmy Cornell cruising route, and the first waypoint was at 30°N, 130°W. I figured if the boat or the skipper wasn't happy in the first five days, I could easily fall off and go to San Diego."

As it turns out, two days before he departed, a big low pressure system came out of Nevada and flopped onto the coast, sending local temps into the triple digits and reversing the normal wind patterns. With two previous departures cancelled due to work, Teplow didn't have the luxury of waiting out a third postponement due to weather. As scheduled, he left the Berkeley Marina at 11:40 a.m. on, Sunday, July 21. The only ones there to see him off (which is how he wanted it) were his brother and his wife.

The 25 knots of breeze between Berkeley and the Golden Gate was the most wind Teplow would see the whole trip. With 350 pounds of food, water and other gear aboard, Bill was surprised how much 'bigger' the boat felt compared to her empty, daysailing configuration.

NOAA's prediction that the unusual pattern wouldn't dissipate until Wednesday were correct. So, hard on the wind, *Chubby* made only 120 miles in the first two days. And it got worse. After three days, he was two days behind his 21-day estimated time. After 10 days, he was five days behind. After 40 days, he'd instructed wife Naomi to report him overdue.

As with many sailors before him, Teplow felt prepared to face almost any combination of wind and wave — except dead calm. But that's what he got a lot of in the first half of the trip. When the odd weather pattern finally went away, so did the breeze. Through day 12, he tallied up 94 hours of flat calm. In fact, on day 12, he recorded the voyage's all time low day's run: 37.5 miles.

And then there was the hurricane.

On Day 10, he spotted the Korean freighter *Selendang Ratna*. They were headed from Manzanillo to Korea. He established radio contact "and one of the first things they asked is if I'd gotten hammered by Hurricane *Elida*," says Teplow.

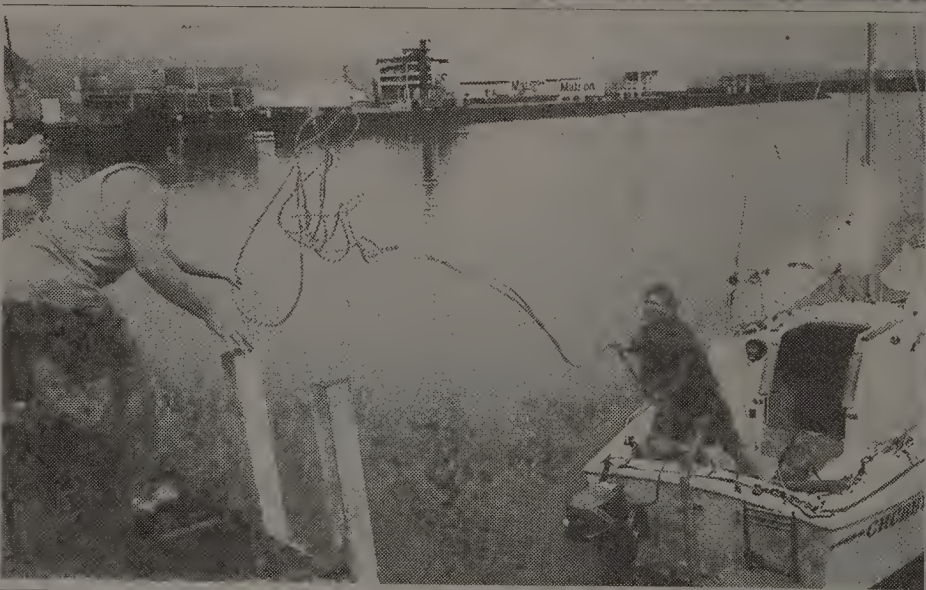
"I said, 'What hurricane?'"

Turns out that Bill had been experiencing all the telltale signs of a far-off storm for a day or more: muggy weather, a southeast swell and a plunging barometer. Fortunately, although the remnants of *Elida*

continued on outside column of next sightings page

umibs, marbs

or potential distress, the Coast Guard asks the mariner if there is a specific source of assistance (commercial firm, marina, friend, etc.) the Coast Guard could contact. If there is no specific source, the Coast Guard broadcasts a MARB. A MARB solicits the voluntary response of anyone who can assist the mariner. The MARB includes the name of the vessel and its general location. It may also include the mariner's cellular phone number, but only if the mariner authorizes it.



— cont'd

The MARB invites persons, such as commercial providers or Good Samaritans interested in responding, to do so if they desire. Additionally, the MARB includes a request for a responding vessel to notify the Coast Guard of its estimated time

continued middle of next sightings page



NAOMI TELOW

above, Bill Teplow in Radio Bay, Hawaii. Below left, casting the first dockline after arrival. Spread, 'Chubby' passes under the Golden Gate on July 21.

major cruise/micro boat — cont'd

were headed straight for him, he was long gone by the time she crossed his track a day later — and completely blown out. "By the time it crossed my track, it was indistinguishable from the ambient winds," he says. Even so, the southwesterlies forced him about 100 miles north of his rhumbline course, and it took several days to get back on track.

After the halfway point — and the celebratory drink of Bristol Creme Sherry — the weather turned more typical. The trades finally filled in on day 13 and *Chubby* had a good ride for the remainder of the voyage. In fact, the 10-15 knot Trades were ideal for the little boat, and she averaged about 106 miles a day with poled out twin headsails. (Bill had three sets aboard, two working jibs, two lappers and two genoas,

continued on outside column of next sightings page



PAMELA JOHNSON

SIGHTINGS

major cruise/micro boat — cont'd

as well as a spare main). Toward the end, it was easier to run one poled out jib and a prevented main, as they were easier to deal with in the squalls.

Big boat sailors will be interested to know that sail handling and changing on a 19-ft boat isn't the brutal, hours-long physical trial that other singlehandlers often report. Bill arranged *Chubby's* cabin so that he took his short catnaps athwartships right near the companionway. If a squall threw the autopilot into a roundup, all he had to do was reach out across the cockpit to crack off any sheet or disengage 'George', the Raytheon ST2000 autopilot. And sail changes took only minutes instead of hours, even when changing from one set of twin headsails to another. "You just take them down and stick them under your arm!"

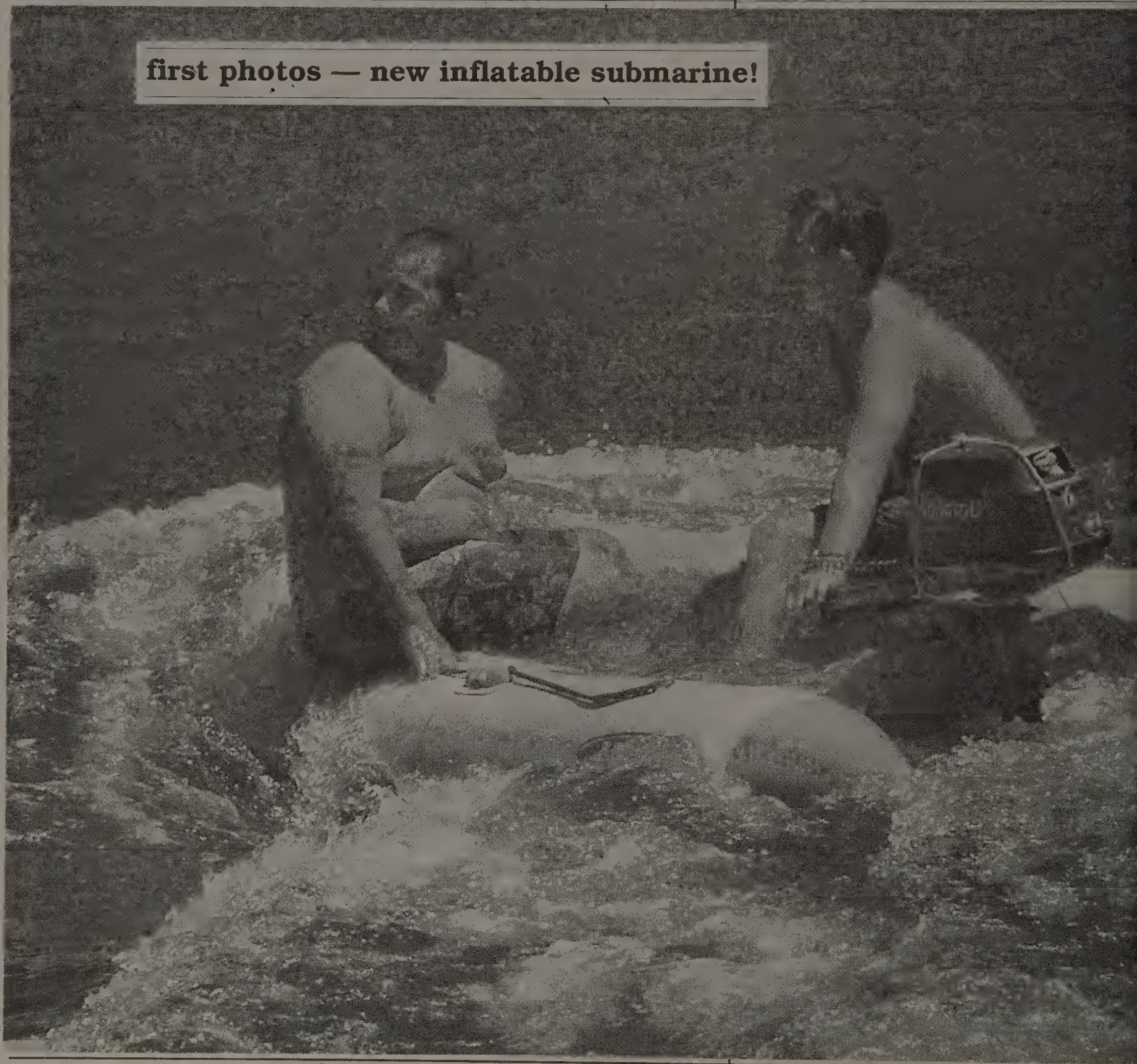
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umibs, marbs

of arrival to the mariner requesting assistance. Finally, the Coast Guard establishes a communications schedule with the mariner until there is direct communication between the mariner and a responding vessel. Thus, if the mariner's situation deteriorates before the responding unit's arrival, the Coast Guard will take immediate action.

If no one responds to the MARB within a reasonable time, the Coast Guard will re-evaluate the situation and issue another MARB or send the appropriate Coast

first photos — new inflatable submarine!



— cont'd

Guard resource to respond. The general rule for a reasonable time for the Coast Guard to wait for a response to the MARB is 10 minutes. However, that's not a steadfast rule. Every non-emergency request for assistance is evaluated based upon the information collected at the outset of the communication with the requesting mariner. Moreover, even if a MARB is issued, conditions may warrant the eventual use of a Coast Guard resource to assist the requesting mariner.

— cdr mark huebschman



LATITUDE/RICHARD

major cruise/micro boat — cont'd

he laughs.

All in all, *Chubby* never saw anything over 20 knots of breeze the whole way across the Pacific, even in the squalls. "I've had much harder sails on the Bay, and gone home much more tired," he says.

The pair arrived in Radio Bay, Hilo Harbor on Wednesday, August 14, 24 days almost to the minute out of Berkeley. That's an average of almost 90 miles a day for the 2,100-mile trip — not bad at all considering the calms and the Potter's designed hull speed of 5.4 knots. Wife Naomi was there to grab his docklines.

For the six months he's stationed there, Bill will sail *Chubby* out of Radio Bay on his days off. When he returns home, he'll ship the boat back as deck cargo.

Editor's Note — Both Bill Teplow and Potter Yachter Commodore Judy Blumhorst want to make sure all readers know that they do NOT recommend anyone trying a long offshore passage in a West Wight Potter. Although Bill and others have done it successfully (Chubby is not the first Potter to sail to Hawaii), and foam flotation makes both the 15 and 19 unsinkable, "these boats were never designed for that kind of use," says Blumhorst. For more on the boats or the Potter Yachters, log onto <http://potter-yachters.org>.

alcyone crew rescued at sea

Among the Coast Guard's many search and rescue cases last month was the beautifully-choreographed medevac of two men off a sailboat 880 miles west of San Francisco on August 12-13. The boat was the Hinckley 42 *Alcyone*, homeward bound for Santa Cruz after participating in July's West Marine Pacific Cup. The two sailors — both of whom were suffering from (different) intestinal disorders — were crewman Paul Myers, 56, and owner/skipper John "Jack" McGuire, 67.

The dark green cutter had left Hawaii on July 31, and was headed home in loose company with several other Pacific Cup yachts. The 'fleet' was maintaining a radio safety net, with a 9 a.m. check-in.

All went well until August 11, when Myers first reported to McGuire that he was not feeling well. He retired to his bunk, but his condition, and pain, steadily worsened over the next day. McGuire decided to contact the Coast Guard but was initially unable to do so by SSB (and they were too far out for VHF). However, after the morning roll call on Monday, August 12, the yacht *Mintaka* was able to help get *Alcyone* 'hooked up' to a regular (every 30 minutes) radio schedule with the Coasties on SSB.

The Coast Guard put a doctor on the line who queried both Myers and McGuire, who by this time was also experiencing discomfort himself, though not as acute as Myers. The doctor determined that both should be brought to medical facilities ashore as soon as possible. Via the AMVER (Automated Mutual-Assistance Vessel Rescue) system, the Coast Guard arranged for the 800-ft auto carrier *Automobil Ace* to change course and pick up the ailing sailors. To help facilitate the transfer, *Alcyone* was also directed to change course to meet the ship. She was put about and headed back northwest on her new heading of 330 for the next five or six hours.

The Panamanian-flagged *Automobil Ace*, headed from Korea to Mexico with a load of new Hyundai automobiles aboard, rendezvoused with *Alcyone* about 5:30 in the afternoon on Monday. The ship requested that the yacht take down her sails, and they would maneuver to meet her. In moderate conditions — 3+ foot swell and 10-15 knots of breeze, lines were thrown, *Alcyone* was drawn alongside and Myers and McGuire climbed rope ladders a short distance to the ship's 'pilot door', located about a third of the way up *Ace*'s massive slab sides. McGuire was understandably reluctant to leave his boat, but was basically ordered off by the Coast Guard doctor.

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SIGHTINGS

alcyone rescue — cont'd

The next day, an Air Force C-130 dropped three members of a para-rescue team into the water next to the *Automobil Ace*. Once aboard, they helped stabilize the two sailors for the next phase of the rescue — a transfer to the Coast Guard Cutter *Steadfast* that had been steaming to meet the big ship since the outset of the emergency. The cutter, in turn, was met by a long-range Jayhawk helicopter which flew out, picked up Myers and McGuire and completed the last leg of the medevac to Stanford Medical Center. At this writing, both men had been treated and released from the hospital.

Although McGuire downplays his own situation (which turned out to be an attack of diverticulitis and an associated hernia), McGuire is convinced that the medevac saved Paul Myers' life.

"The United States Coast Guard and U.S. Air Force were most professional and courageous. They did their jobs with great humility and great care," says the grateful skipper.

The other half of this story was how *Alcyone* got home after the medevac. When it became likely that both Myers and McGuire would have to leave the boat, McGuire asked his remaining crew — Mike Joyce of Alameda, Jan Brewer of Oakland and Kay Endres of Portland, Oregon — what their feelings were about completing the trip. All volunteered readily to stay aboard and sail the boat home. What made the situation a bit unusual is that none of the five people aboard *Alcyone* had ever met before. McGuire had met them all via the Pacific Cup Return Crew List.

When *Alcyone* and *Automobil Ace* parted ways, Joyce had time for only a few last wish-you-wells with McGuire over the VHF before they got things squared away, did a quick inspection (the rig received a couple of good raps against the ship's hull) and resumed course. They briefly considered heaving to for a few hours "to get our heart rates back down", but figured since they would have to post a watch anyway, they might as well be moving. So they set a double-reefed main and staysail and — since the autopilot had packed it in earlier — started hand steering, two hours on, four off.

No voyage across an ocean can be called 'uneventful', but it was certainly less dramatic than what they'd just gone through. A fishing net got caught in the prop, but was later cleared. Charging problems turned into a complete failure of the boat's electrical system. That sort of thing. Through it all, Joyce, Brewer and Endres soldiered on, with a lot of help over sailmail from McGuire's son, 'Jack Jr.' who was watching weather patterns and expertly telling them how far north to go and when to turn south. (When he got out of the hospital, Jack Sr. also joined in these communications.) They spent the final couple days in a rollicking beam reach in 25-knot winds and seas reported to 25 feet. The last full day at sea, the boat made 158-miles, her highest 24-hour run of the trip.

Alcyone — named for the brightest star in the Pleiades — arrived back in Santa Cruz at 0130 on Tuesday, August 20. The exhausted crew tied her up to the fuel dock "and fell asleep until noon," says Joyce. A fisherman friend of McGuire called him to say "your boat's back", so he was there to greet them when they woke up.

All in all it, was quite an experience for everyone concerned, and forged some new friendships that Joyce thinks will last a long while.

Along with his own praise for the Coast Guard, Joyce adds thanks and praise to the skipper of *Automobil Ace* "who maneuvered that ship like it was a runabout," McGuire for "being one of the best-prepared skippers with the best-prepared boats I've ever seen," and Brewer and Endres for being "the best crew I've ever had."

"I'm about the luckiest impromptu skipper that ever lived," he adds, only half-joking.

The only shadow over this otherwise happy ending was a strange twist of fate aboard *Automobil Ace*. Sometime after the para-rescue team was picked up, a crewman aboard the big auto carrier was killed in a fall overboard. This was reported not to have been related to the pickup of the Air Force personnel, or the rescue of *Alcyone's* skipper and crew.

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ha-ha deadline

"As the September 10 final deadline for paid up entries in this year's Ha-Ha nears, so does the pace of entries," reports Lauren Spindler, owner and Honcho of the Baja Ha-Ha Cruisers Rally, which is now in its ninth year. "There were 60 as of August 23, but 10 more came in the next day to kick the total up to 70. But time is running out."

The 750-mile Ha-Ha takes cruisers

'Alcyone' and 'Total Eclipse' sail for the Golden Gate at the start of the West Marine Pacific Cup. *Alcyone* went on to place fourth in Division B.



approaches

from San Diego to Cabo San Lucas, with stops at Turtle Bay and Bahia Santa Maria. It's open to boats 27 feet or longer that have been designed, built, and maintained for offshore sailing. The Ha-Ha is not an offshore hand-holding service, and the event is only open to those who would have sailed to Cabo on their own anyway.

There will be two starts this year: Oc-

continued middle of next sightings page

90 years of star gazing

Keynote of the Nautica 2002 Star Class World Championship, held at the California Yacht Club in Marina del Rey August 18-23, is that one-design sailboat racing, in which all boats are alike, is still the best measurement of sailing skill. And of all one designs, the Star is the most enduring class, dating to 1911, and remains the most prestigious to this day.

Most of the sailors who have achieved worldwide prominence on other kinds of boats first competed in the Star Class, and many still do. Before Dennis Conner won an America's Cup, he won the Star

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LATITUDE/ROB



Spread, hot action at the recent Nautica Star Worlds in Southern California. Inset, with a profile only a mother could love, you can't mistake the Star for any other design.

stars — cont'd

Class World Championship. Ditto Buddy Melges and Bill Ficker. Before Paul Cayard won the Whitbread Round the World Race, he won the Star Worlds.

Paul Elvstrom, the "Great Dane" widely regarded as the greatest racing sailor ever, won two Worlds. Lowell North, another of the sport's icons, won four. Bill Buchan and Agostino Straulino won three each. Buchan, who built his own and many of his rivals' boats, remains competitive in his 60s.

It's been said that it's more difficult to win a Star Worlds than it is an Olympic gold medal. Case in point: Mark Reynolds had Olympic gold and silver medals before he won the first of his two Star Worlds.

For nearly a century, the Star boat has withstood the test of time with the application of new technology to remain at the forefront of international competition. Larger boats, faster boats and sleeker boats have come and gone, but the two-person, 22 1/2-foot Star, with its fundamental design — small headsail, large main sail, no spinnaker — has prevailed as a benchmark of achievement through the ages. Thousands of sailors in 170 fleets worldwide sail what is essentially the same basic boat with which W.L. Inslee won the first two Star Worlds on Long Island Sound in 1922-23.

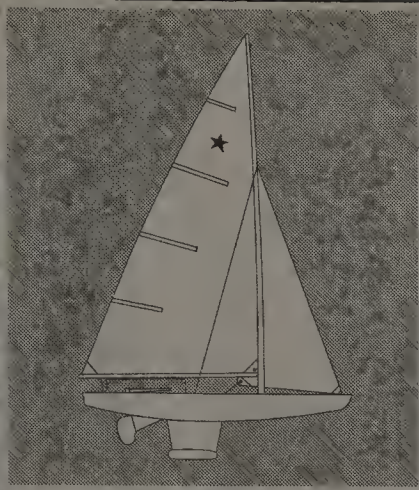
With only one interruption, the class has run its 81 world champi-

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ha-ha deadline

tober 27 for the smallest boats, and October 28 for the larger boats. If you still need an entry packet, send \$15 and a self addressed, stamped (with \$1.65 worth of stamps) 9x11 envelope to Baja Ha-Ha, 21 Apollo Road, Tiburon, 94920. But don't delay. And don't try to call, as there is no phone. If you've already got your packet, remember you still have to send in an entry to be official. The entry fee is \$249, which in addition to making you official, entitles you to lots of goodies and discounts.

Who will be sailing in the Ha-Ha this year? Mini-bios of about a third of the fleet start on page 176 of this issue, with additional installments the next two months. We're also pleased to learn that Skip Allan, who with Tad Palmer was the overall winner of the Pacific Cup, will be doing the Ha-Ha on the SC 52 *Impulse*. Furthermore, Richard and Sherry Crowe, who



LATITUDE/ROB

— cont'd

often run *Alaskan Eagle* for Orange Coast College to places such as Easter Island and Antarctica, will be Ha-Ha'ing with Chris Shihadeh and Chris Van Dyke aboard *Spirit Wind*. Richard has even volunteered to be in charge of beach games at Turtle Bay, so get ready for fun.

Looking to crew — or for crew — with whom to do the Ha-Ha? Check out the Mexico-Only Crew List in this month's *Sightings*, and/or plan to attend the Cruising Crew List and Ha-Ha Kickoff and Reunion Party at the Encinal YC in Alameda on Wednesday, October 9. If you don't live in the area, you might want to take out — or respond to — a *Classy Classified* in the October issue. Whatever you do, please do *not* contact *Latitude* asking us to be matchmakers. For one thing, although *Latitude* founded the Ha-Ha, we sold it years ago. And although the Wan-

continued middle of next sightings page

stars — cont'd

onships through the Great Depression and two world wars. The only interruption was in 1968 when the International Yacht Racing Union (IYRU, now the International Sailing Federation, or ISAF) threatened to drop the Star and other one-design classes from the '72 Olympics if they held world championships in '68 that could distract attention from the '68 Games. The Stars reluctantly complied.

Sailboat racing in the U.S. was in its infancy and Henry Ford had just started making Model Ts when Francis Sweisguth conceived the Star. Its prototype was a slightly smaller design called the Bug, which in 1906 sailed on Manhasset Bay and Long Island Sound, where the Star would make its debut in 1911. For some unexplained reason, the Nahant Dory Club's Bugs had red stars on their sails and, fortunately, Stuyvesant Wainwright of the American Yacht Club suggested that the name "Star" would be more appropriate for the new class.

The rig has changed radically, not only in appearance but from wooden spars to aluminum in the early 1970s. Boat construction — inspired by innovators such as Buchan and Skip Etchells (another Worlds winner) — changed from wood to fiberglass in the late 1960s. But after 91 years, the principal hull dimensions remain essentially the same: 22 feet, 7 inches overall length and 5 feet, 7 inches of beam. Maximum draft is 3 feet 3 inches, with a minimum total weight of

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SIGHTINGS

stars — cont'd

1,479 pounds and maximum sail area of 285 square feet.

Although at first glance the boat appears to be an anachronism, Sweisguth's hull design left room for technological refinements that are now standard equipment on all racing sailboats, while the Star remains in a class of its own.

— stanley ogilvy and the '2002 star log'

(Readers — San Francisco sailor extraordinaire Tom Blackaller was also a two-time Star World Champion.)

ha-ha deadline

derer continues to serve as the volunteer Grand Poobah because it's so much fun, he's been divorced twice, so doesn't feel qualified for matchmaking.

Contributions from the following companies help make the Ha-Ha a success: Almar Marinas, Baja Naval, S.A. de C.V., Bluewater Insurance, Commanders' Wea-



Ala Why? — Above, the Condo 55; spread, typical 'front porch'; lower right, almost all the old palms (that used to hide this stuff) are gone.



— cont'd

ther, Complete Cruising Solutions, Corona Beer, Downwind Marine, Doyle Sails, Latitude 38 Magazine, Mail Call, Mariner's General Insurance Group, Sailomat, Scanmar International, SQC Fishing Tackle Warehouse, Ventura Harbor Boatyard, The Watermaker Store, West Marine and Yachtfinders/Windseekers.



LATITUDE/RICHARD



ala wai — where have all the flowers gone?

Is there a more messed up marina than Hawaii's state-managed 799-slip Ala Wai Marina in Honolulu? We don't think so. Let's see who has suffered.

Taxpayers — They've been taking it in the shorts since the always-full marina — long home to ridiculously low slip fees — has never come close to paying for itself.

Berthers — They've have had to endure some of the most dilapidated and unsafe marina facilities we've ever seen. It's a wonder that personal injury lawyers haven't established mobile offices on the premises.

Potential Boatowners — Folks who would like to sail off Honolulu have a tough time because there's such a long waiting list at the Ala Wai. Once again, part of the reason is slip rents that are so far below market that only a fool would give one up — even if he/she never uses his/her boat anymore.

The Marine Industry — The inability of new sailors to get berthing has suffocated the local marine industry. The Ala Wai, with excellent sailing weather year-round, should always be active. It's usually dead.

Transients and the Environment — It's a long, long way from the transient dock to any restroom facilities, which encourages people 'who gotta go' to do so in the local waters. This lack of rudimentary facilities fails both transients and the water quality.

There has, however, been good news and there may be more. The Waikiki and Hawaii yacht clubs were able to secure long term leases, making it reasonable for them to invest in improving their facilities. The Waikiki, for example, has added a large number of new slips that look great. They were reportedly able to get the project done in half the time and for half the cost of a similar state project.

In addition, things have become so dreadful at the Ala Wai that most state officials, from Governor Ben Cayetano on down, and most state agencies, including the Department of Land and Natural Resources, are wisely trying to distance themselves from the mess. So legislation has been approved to privatize the Ala Wai and other state marinas, which need it almost as bad. The two leading candidates for governor in this fall's election also favor privatization.

Naturally, there are people who oppose change or worry about the type of change that might occur at the Ala Wai. They intend to use the courts and public opinion to abort or delay privatization. At the top of the list are current slipholders, who can rightly assume that if the marina is privatized and updated, their slip fees will go way up to at least market prices. In our opinion, these people should be thankful that they've had it so good for so long, but should no longer expect taxpayers to subsidize what for many has become nothing but waterfront storage.

Other water sports enthusiasts — particularly the surfers, as the world class summer break at Ala Moana is right in front of the Ala Wai — have legitimate concerns about their being shut off from the waterfront. We share those concerns. As we see it, a new and improved Ala Wai could and should serve not just mariners, but also beach cat sailors, surfers, swimmers, kayakers, runners, bikers, fishermen — everyone who loves the water. Everyone just has to be willing to think big. It's been suggested that a redone Ala Wai should be part of a public greenbelt that runs all the way from Diamond Head to the Aloha Tower. We agree that this can and should be done.

But only time will tell.

When we were at the Ala Wai in July, the most noticeable change was that all the palms that individual berthholders had put in front of their slips were gone. We missed them, because they were about the only vegetation in the marina. When we asked about them, a berther told us that a state worker hurt his back while pulling some wire through the dirt at the bottom of a palm. He sued the state and apparently won a big settlement. So everybody was told that the palms ought to go.

From what we saw, the only person with plants left in front of his/her slip, has what looks like a new three-story boat, whose main de-

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SIGHTINGS

ala wai — cont'd

sign criteria seems to have been not the ability to go to sea, but to occupy every single square inch of the slip. In other words, a monster houseboat. When we asked why this person was the only one able to keep his/her plants, one berther laughed and said, "They must be a relative of the governor." We think this was a joke, but given the public's perception of corruption in the state government, we're not sure.

But if the state, which still runs the marina, really cares about liability issues, you have to wonder why they are apparently continuing

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mexico-only

You got your second wind, your second coming, love being better the second time around, and your "there is no second, your majesty." But you don't get many second chances in life. This is one so don't blow it.

Specifically, this is your second chance to arrange for crewing or finding crew for a sail to Mexico this fall. As most of you

Come October 1, the America's Cup syndicates get to race someone else besides themselves. It will be interesting to see if 'Prada' can approach the enviable record she amassed in the last Challenger series.



crew list

know, we run our Mexico-Only Crew List forms in the August and September issues, so there's plenty of time for you guys to get forms into us so we can publish your names in the October Crew List article. At that point, all you generally need to do is make a few phone calls and you could be all set with a boat on which to

continued middle of next sightings page

ala wai — cont'd

to allow construction of many substandard do-it-yourself 'porches' in front of many berths. These sometimes bizarre structures often consist of little more than planks sitting atop stacks of cinder blocks in the water, and are sometimes accessorized with BBQs, lawn furniture, and refrigerators. Many of them don't have even the most basic safety features — such as railings. If the state of Hawaii got out of the marina business tomorrow, it wouldn't be a day too soon.

america's cup sail-offs start october 1

We're happy to announce that the mudslinging, backstabbing, spin doctoring and slander is almost over with. No, we're not talking about the Enron scandal, the gubernatorial race, dimpled chads, or anything having to do with Catholic priests. We mean the America's Cup. After only one more month of posturing, disinformation and "for immediate release" press releases that say nothing, the nine challenging syndicates from six countries actually start *sailing*. Imagine! We haven't felt this giddy since we finally found out who shot JR.

October 1 is the date with the big red 'X' on our calendar. That's when the Louis Vuitton Cup gets underway. This is the series that determines which syndicate gets to race against *Team New Zealand* for the America's Cup next February. The teams vying for this coveted spot are: *Le Defi Areva* (France), *Mascalzone Latino* and *Prada Challenge* (Italy), *Victory Challenge* (Sweden), *Alinghi Challenge* (Switzerland), *GBR Challenge* (Great Britain) and the three American syndicates: *BMW/Oracle Racing* (Ventura/San Francisco), *OneWorld Challenge* (Seattle) and *Team Dennis Conner* (New York/San Diego).

Here's what the schedule looks like:

October 1-11 — Round Robin I (9 boats)

October 22-November 1 — Round Robin II (9 boats)

November 12-19 — Quarter Finals (8 boats)

November 23-30 — Quarter Finals Repechage (4 boats)

December 9-16 — Semi-Finals (4 boats)

December 20-28 — Semi-Finals Repechage (2 boats)

January 11-21 — Louis Vuitton Cup Finals (2 boats)

February 15-28 — 31st America's Cup Match (2 boats)

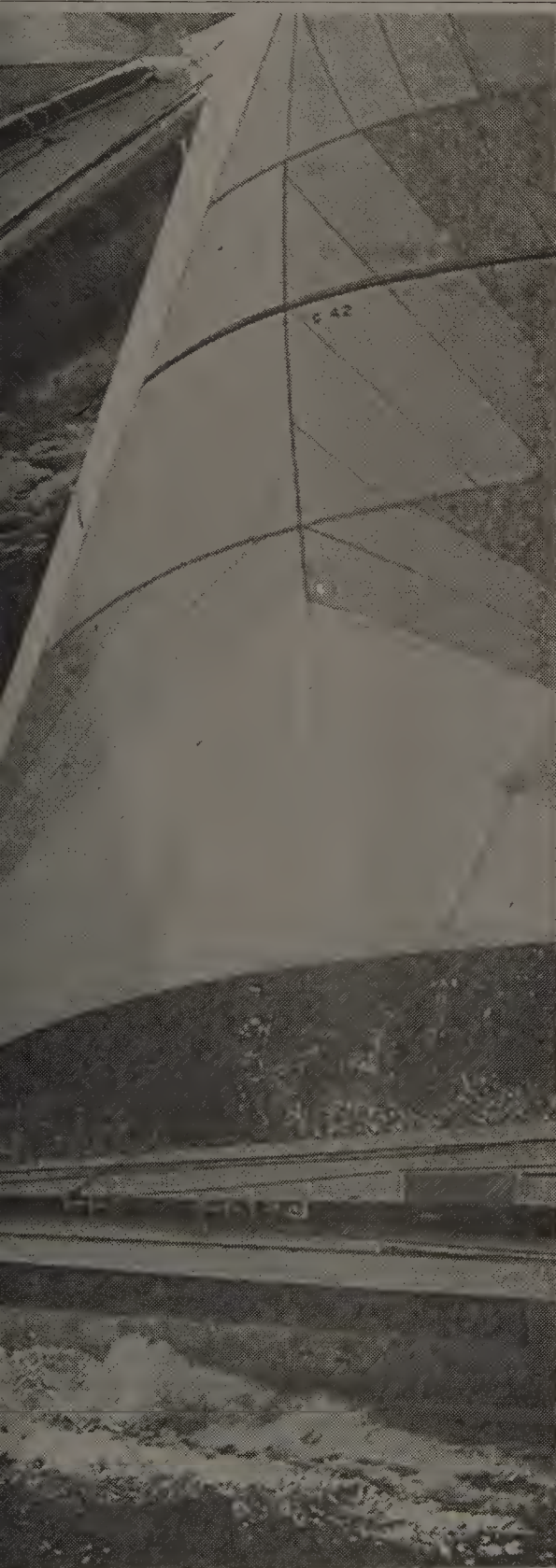
If you're confused already with that 'repechage' business, join the club. The supremely complex new format was supposedly invented to keep 'unbalanced' match-ups to a minimum — yet allow slow-starter teams to survive if they improve and win consistently. Unfortunately, without a doctorate in advanced calculus, it's not easy to follow. We'll attempt to explain it, but please don't interrupt or we'll lose our train of thought. . .

The series starts off with two 'normal' round robins in which each boat races each other boat twice. The bottom team is eliminated and the eight others are split into 'A' and 'B' groups. (They're not really called 'A' and 'B', but it's easier to understand than "Double Chance group" and "Single Chance group," which is how the Vuitton explanation describes them.)

The top team in group A picks one opponent from that group and races them in a best-of-seven series. The other two boats in the group pair off and race their own best-of-seven. The four boats in group B do the same thing.

Pay attention now: The two winners of group A's match-ups automatically qualify for the semi-finals. They don't have to race again for another month. The two losers of group A go on to the Quarter Final Repechage round, where they face the winners of the group B Quarter Finals. The losers of the group B Quarter Finals are eliminated from further competition. The Quarter Final Repechage also consists of a best-of seven series. The two winning boats in this series go on to the semi-finals. The two losers are eliminated.

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PRADA/CARLO BORLENGI

america's cup — cont'd

Still with us? Good for you!

Okay, so now we're down to four teams. The two winners from group A race each other in a best-of-seven series, while the winners from the Repechage 'mini-series' race their own best-of-seven. The loser of the latter group is eliminated. But the loser of the first grouping is not

I WANT TO CREW IN MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

(check as many as apply in all categories)

I WANT TO CREW:

- 1) ☐ For the trip down
- 2) ☐ While in Mexico
- 3) ☐ Sea of Cortez Sail Week (April)
- 4) ☐ For Baja Ha-Ha IX, the cruisers' rally to Cabo starting October 28-29.
- 5) ☐ Return trip up Baja
- 6) ☐ Other _____

MY EXPERIENCE IS:

- 1) ☐ Little or none
- 2) ☐ Some, mostly Bay sailing
- 3) ☐ Moderate, some ocean cruising or racing
- 4) ☐ Lots: a) extensive sailing; b) extensive cruising; c) foreign cruising

I CAN OFFER:

- 1) ☐ Few skills, I am a novice sailor
- 2) ☐ Skills of a normal hand: watch standing, reefing, changing sails
- 3) ☐ Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems.
- 4) ☐ Cooking, provisioning or other food-related skills
- 5) ☐ 'Local knowledge': a) I have cruised Mexico before; b) I speak passable Spanish
- 6) ☐ Companionship

Mail completed form and \$5 to: *Mexico Only Crew List*, 15 Locust Ave., Mill Valley, CA 94941 by September 15, 2002.

eliminated. He goes on to race the *winner* of the Repechage match-up in a best-of-seven series. The winner of *that* match-up goes on to race the winner of the first matchup in a best-of-nine series that determines who gets to race the Kiwis in the America's Cup.

Or at least that's the way we understand it. We can't wait to hear Gary Jobson try to explain this to the huddled masses. (And they won-

continued on outside column of next sightings page

mexico-only

crew, or if you're an owner, a crew for your boat.

If you don't get on the stick and get these forms into us this month, well, let's just say we hope you have some good arch supports in your topsiders, because you're going to be walking a lot of docks at the last minute looking for a ride.

Here's how it works: fill out the appropriate form and send it to us with the proper fee. In the October issue, we'll run a list of all names in two categories — *Boat Owners Looking for Crew* and *Crew Looking for Boats*. All names will be followed by information about the individual, including skill level, desires, special talents, experience, a contact number and, in the case of boat owners, the size and type of boat. All you do then is go down the appropriate list and call up the most appealing prospects.

Through the Crew List, lots of people have had lots of neat adventures. But there are risks, which is why we insist that, ultimately, you must take responsibility for your own actions. Let's face it, sailing is an inherently dangerous sport. And sailing long distances with people you haven't known that long on boats you don't know that well is a whole other can of worms. So, for the record, the *Latitude 38* Crew List is an advertising supplement intended for informational purposes only. *Latitude 38* does not make or imply any guarantee, warranty or recommendation as to the character of individuals participating in the Crew List or the conditions of the boats or equipment. You must judge those things for yourself.

Still with us? *Bueno!* Here are the ground rules.

1) **We must receive all Crew List forms by September 15.** That doesn't mean 'postmarked by.' It means in our sweaty little palms. No exceptions.

2) **All forms must be accompanied by the appropriate fee.** For crew looking for boats, that's \$5 apiece. For boat owners — who we figure spend enough money putting the boat together — that's \$1. And don't fax the forms to us. We have to receive the fee *with* the form.

3) **One form per person, please — unless you and a friend want to go only if you can go together.** Whether you're a couple or just friends, applying for a 'group rate' does diminish your chances of finding a boat somewhat. But holding out for a skipper who will take you both will certainly enhance the adventure. In these situations, both parties should fill out one Crew List form and send in one fee. If you think you'll need additional forms, or want to send some to friends, simply make copies of the ones on these

crew list — cont'd

pages.

4) Be honest. The simplest rule of all. In this case, being honest means not inflating your experience or skill level because you think it's what someone wants to hear. In sailing, perhaps more than any other sport, if you don't know what you're talking about, people who do can recognize it instantly. BS'ers don't get rides.

Contrary to what you might think, honest folks with little or no experience often get rides. It has to do with some experienced skippers preferring to train people in their way of doing things.

5) Women can use first names only. If you are female, you *will* get calls. Possibly lots of them. We've talked to women who say they have gotten *hundreds* of calls, some months or even years after the Crew List is published.

For this reason, we recommend that women use first names only, and that they *not* use a home phone number as a contact. Instead, use a P.O. Box, answering service, fax number, email or other contact that insulates you a bit. It also makes screening easier. Finally — guys and women — please keep the hormone thing out of the Crew List process. Once your crewing situation is worked out, if you mutually like what you see, then let nature take its course. But please, not before. Thanks.

6) If you take part in the Crew List, you get into the Crew List party free! Back in the old days, the Crew List party used to be a relatively low-key affair. It has now grown into an event of epic proportions, complete with T-shirt giveaways, seminars and all kinds of other neat stuff. And it's not just for Crew Listers anymore, but serves as a rendezvous point and reunion for Baja Ha-Ha Rally participants past and present. How big is it? This year, the entertainment lineup includes Paul McCartney, Creed, the Dixie Chicks, and those bad boys of cruising, Aerosmith. We haven't actually asked any of them yet, but we're pretty sure they'll come.

This year's party will be held at the Encinal YC on Wednesday, October 9. If you haven't lined up a boat or crew by then, come on by for a last chance at the party itself. (Everyone wears color-coded nametags, so spotting crew or boat owners is easy). If you have a boat/crew spot, plan on coming by anyway for an enjoyable evening with like-minded people heading south.

Oh, one more thing about seconds: they're ticking away. Why not fill out the forms *right now* before you get distracted by something else. Because when it comes to the Crew List, there will be no third time to be a charm.

america's cup — cont'd

der why middle America can't get interested in sailing.)

In the latest news from the trenches:

• In an interview last month, animated Kiwi television announcer Peter Montgomery said he thought *Stars & Stripes* suffered a bigger

I NEED CREW FOR MEXICO

NAME(S): _____

AGE(S): _____ SEX: _____

PHONE OR OTHER CONTACT: _____

BOAT SIZE/TYPE: _____

(check as many as apply in all categories)

I NEED CREW FOR:

- 1) _____ For the trip down
- 2) _____ While in Mexico
- 3) _____ Sea of Cortez Sail Week (April)
- 4) _____ For Baja Ha-Ha IX, the cruisers' rally to Cabo starting October 28-29.
- 5) _____ Return trip up Baja
- 6) _____ Other _____

MY EXPERIENCE IS:

- 1) _____ Bay
- 2) _____ Ocean
- 3) _____ Foreign Cruising

I AM LOOKING FOR:

- 1) _____ Enthusiasm — experience is not all that important
- 2) _____ Moderately experienced sailor to share normal crew responsibilities
- 3) _____ Experienced sailor who can a) share navigation and/or mechanical skills; b) who can show me the ropes
- 4) _____ Cooking, provisioning or other food-related skills
- 5) _____ 'Local knowledge': someone who has a) been to Mexico before; b) speaks passable Spanish
- 6) _____ Someone to help me bring the boat back up the coast
- 7) _____ Someone to help me trailer boat back up/down the coast
- 8) _____ Someone who might stick around if I decide to keep going beyond Mexico
- 9) _____ Other _____

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setback when USA 77 sank off Long Beach on May 26 than they are admitting. "A month ago I said I would not be surprised if *Stars & Stripes* made the final four. Now I think that may be a more difficult shot."

continued on outside column of next sightings page

america's cup — cont'd

- There seems to be a consensus among observers that the *BMW/Oracle Racing IACC* yachts are narrower and have less sail area than any of the challengers, which suggests that designer Bruce Farr has opted to go toward lighter boats than other designers.

- That whole silly suit-countersuit business over *OneWorld Challenge* having unauthorized design materials from other teams has been settled. The America's Cup arbitration panel fined *OneWorld* \$13,500 and one point. The money means nothing to a syndicate that will probably spend \$90 million, of course. As to the point — which will be subtracted at the end of Round Robins I and II — *OneWorld* CEO Gary Wright called it "severe."

"Every point counts. We'll give it our best shot to be in the top four [but] we don't have expectations of just automatically being there. That point could be the difference."

- *Mascalzone Latino XII* narrowly avoided disaster when a travelift cable broke on August 21 while their boat was in the slings. Fortunately, the yacht was only three feet from the water and suffered no damage in the resulting fall. Also fortunately, it was not their new boat but their trial horse, Conner's old USA 55. *Mascalzone* is the only team in the 31st America's Cup competition to have built only one new boat.

Despite all our grousing and fun-poking at pre-race foibles, we have to say we're really looking forward to the next America's Cup. While there are certainly strong and weak teams, there is no clear cut 'top dog', and it will be great to see who's really on fire and who's just been blowing smoke. If you're of like mind, here's some very good news: the Outdoor Life Network (www.OLNTV.com) has signed a deal to air nearly 500 hours of live action during the Louis Vuitton Cup challenger series! So check your cable or satellite supplier. ESPN (www.espn.com) has secured the rights to televise the best-of-nine 2003 America's Cup Finals in primetime (EST) on ESPN2, with *Sailing World's* Editor at Large Gary Jobson scheduled to return as analyst.

For you web spiders, the best two websites we've seen so far are both Kiwi-generated: www.nzherald.co.nz/americascup/, which is run and maintained by the *New Zealand Herald* newspaper, and www.hauraki-news.com. Check them out — and stay tuned: the real fun is about to begin!

coast watch

Editor's Note — Last month's 'Coast Watch' had to be pulled at the last minute due to space considerations. This month, we have combined the highlights of two months' worth of Coast Guard search and rescue activity.

From mid-June through mid-August, Coast Guard Group San Francisco responded to 650 search and rescue cases. Of these, only 10 were either false distress or uncorrelated *maydays*. An uncorrelated *mayday* is a call for assistance that is only received on one VHF high-site, and the caller does not pass on any information other than a call for help. Therefore, with no position information, and the call heard over only one high-site, it is impossible for the Coast Guard to develop a search plan in order to locate the origin of the call. In that situation, the Coast Guard broadcasts requests for information from the caller and any other mariner who may have heard the call for help. A total of 42 hours of personnel time were utilized in trying to resolve these four cases.

Of the 650 total cases, 236 — nearly 40% — resulted from boaters experiencing engine failure. This serves as a good reminder to check your boat and motor carefully before getting underway.

Here are a few of our more interesting cases from the past two months.

July 2 — At 5:35 p.m., Group San Francisco received a report from Pillar Point Harbor Patrol Boat *Raddon* of a possible person in the

continued on outside column of next sightings page

short

THE REEFS OF THE WORLD — While environmentalists lament the decline of reef systems around the world, one Florida company is offering a unique way to augment established reefs and even create new ones. For fees ranging from \$850 to about \$3,200, they will cast the cremated remains of loved ones into concrete reef 'modules' that are deployed on select existing reefs, or even placed in 'fields' the size of two basketball courts to create completely new reefs. The castings look something like large flower pots turned upside down with lots of holes in them — a design meant to invite habitation by fish and other reef plants and animals. The casting design was originally developed by the Reef Ball Development Group (RBDG), which had deployed more than 100,000 of them at various sites by the year 2000. When a parent of one of the founders of that company requested that his ashes be included in one of the castings ("Just make sure the location has a lot of red snapper and grouper. . ."), the idea — and Eternal Reefs, Inc. — was born. All sorts of options are available, including the commissioning of a casting in someone's honor — but without any remains "in the mix." Included in the service are bronze memorial plaques mounted on the castings, and precise GPS coordinates recording its exact position. All in all, upon reflection, what seems like a strange idea at first actually has a lot of appeal once you think about it. Find out more about Eternal Reefs at www.eternalreefs.com.

FLORIDA — Last year it was sharks; this year, Florida seems to be experiencing more attacks by . . . sturgeon? It's true. Since the start of the year, at least four Florida boaters have been injured by large sturgeon — jumping into their boats! The latest victim was Brian Clemens, who was motoring along the Choctawhatchee River near Panama City on August 4 when a large sturgeon jumped out of the water and hit him squarely in the chest. Clemens, 50, went down and the uncontrolled boat hit the shore hard, ejecting the luckless fisherman onto the bank where he was found several hours later suffering from a broken sternum, two broken ribs and a collapsed lung, not to mention numerous cuts and abrasions. There was no sign of the fish.

Three other Florida boaters had similar experiences so far this year. And 2002 is not the only year it's happened. In 1999, a sheriff's boat was patrolling the fabled Suwannee River when a jumping, 106-pound sturgeon came through the windshield and knocked down the Chief!

sightings

We've heard stories of ocean fish jumping on boats, but usually not big ones and usually there were no injuries. The one exception to this was a barracuda that reportedly jumped into a dinghy a few years ago, bit a woman, then jumped out. We think it was in the Caribbean somewhere, but can't remember exactly.

Anyone else experience or recall any significant "jump-aboards" by big fish?

NEW YORK — If organizers succeed, more than 3,000 triangular memorial pennants, each personalized with the name of a person lost on 9/11, will be flown in New York Harbor during "Sail for America" on Saturday, September 14, 2002. "One purpose of Sail for America is to remember the people who were lost," says Michael Fortenbaugh, Chairman of the Organizing Committee. "Sailors from all over the nation are bringing their boats to New York Harbor. This will be the greatest gathering of sailboats in the history of our harbor." After the flags are flown, they will be given to the families of those whose names they bear. For more, log onto www.sailforamerica.com.

NANTUCKET — A 28-year-old man tread water for 19 hours off this Massachusetts port after being knocked off his sailboat by the boom. Dan Griffin, a Naval Reserve officer, went into the drink off the 28-ft *Rum's Drunk* about noon on July 20. The Coast Guard found his boat about 7 p.m., and the search was on.

Griffin credited a cold-water course he took last winter for his survival. That course showed him how to conserve heat and keep moving. He was found about 6:30 the next morning by passing boaters who brought him into the Hyannis Yacht Club.

BLACKETT STRAIT — Navy experts confirmed in July that torpedo tubes found by famed oceanographer Robert Ballard in May were indeed those of PT 109. On August 2, 1943, the plywood 80-foot patrol/torpedo boat was cut in half by a Japanese destroyer during night operations on Blackett Strait in the Solomons. The collision — thought to be accidental considering the low visibility — killed two of the 13 crew. The remaining crew, including her skipper, 26-year-old John F. Kennedy — clung to the wreckage until daybreak, then swam for a nearby island where they survived for a week on coconuts before being rescued.

Ballard found the torpedo tubes and other metal gear (the wood hull is long gone) in 1,200 feet of water. There are no plans to raise any of the wreckage.

coast watch

water (PIW) South of Half Moon Bay in the vicinity of Pescadero Point. The OPCEN contacted San Mateo County Sheriff's Department, who reported that a male subject had been trapped on a rock, but had slipped and fallen into the water. The OPCEN briefed Air Station San Francisco for launch and issued an urgent marine information broadcast (UMIB). The helicopter arrived on scene and commenced a parallel search. The *Raddon* eventually located the PIW. The helo hoisted the PIW and landed onshore. The helicopter disembarked the rescue swimmer and embarked two paramedics who conducted CPR. The helicopter transported the victim and paramedics to Stanford Trauma Center, where the victim was declared deceased.

July 6 — At 2:04 a.m., Station Rio Vista received a report from the vessel *Swedish Maid* of another vessel exploding and two boats on fire near Lost Isle. Eight people were reported in the water. Station Rio Vista launched a 21-ft RHI and a 25-foot UTL. A boat from San Joaquin Fire Department, the Delta Fire Rescue Boat and a UC Davis Medical Center Life Flight helicopter all responded. All PIWs were recovered. One person who had second-degree burns and was in shock was transported to UC Davis Medical Center via helicopter. Another person in shock and one who had burns to the arms and legs were transported to San Joaquin Hospital via ambulance. Both vessels burned to the waterline and were a complete loss.

According to people aboard the two boats, the two vessels were tied together fishing. The owner of one of the vessels spilled some fuel and did not know it. He then attempted to start his boat without energizing the bilge blower. When he hit the starter, his boat exploded ejecting everyone from both boats and setting the second boat on fire.

July 14 — At 11:45 a.m., Station Bodega Bay received a report from the F/V *Northern Huskey* that the operator of the F/V *High Hope* got his arm caught in a pulley and it was partially severed. The *High Hope* was anchored off Doran beach. Station Bodega Bay launched a 23-foot UTL and a 47-foot MLB to deliver EMS personnel to the *High Hope* to stabilize the injured patient. The patient was placed in a litter and transferred to the UTL for transport to Station Bodega Bay. Reach Life-Flight helicopter arrived at Station Bodega Bay to take the patient to Santa Rosa Memorial Hospital. The MLB transported the victim's wife and child from the anchored vessel to the station.

July 14 — At 3:15 p.m., Coast Guard Station Rio Vista received a report of a jet-ski accident in Connection Slough involving two people who had ejected onto a levee. The Station responded by sending a 25-ft light utility boat (UTL), and issuing a UMIB. In response to the UMIB, a Good Samaritan recovered both people from the levee. As the Good Sam was transiting to the Holland Riverside Resort, the station boat arrived and transferred an EMT and station crewmember onto the Good Sam's boat to render first aid. One jet-skier was diagnosed with possible neck and back injuries, and the other with minor lacerations and possible internal injuries. The jet-skiers were immediately taken to a hospital after arriving to the Holland Riverside Resort.

July 24 — Similar to a collision between two cars on the road, all collisions at sea brought to the attention of the Coast Guard are investigated. One case currently under investigation by the Marine Safety Office in San Francisco Bay involved a collision between a fishing vessel and a freighter about 10 miles west of Point Reyes.

The Coast Guard Command Center in San Francisco received a call around 6 a.m. from the fishing vessel *Reliance* which reported they had been involved in a collision with an unknown freighter and were taking on water. The Command Center issued a UMIB and instructed the three crew of the *Reliance* to put on their personal flotation devices and deploy their liferaft. Vessel Traffic Service in San Francisco reported to the Group that the only freighter near the collision position was the 640-ft *Daio Andes*. The Coast Guard contacted the *Daio Andes*, which denied any involvement. In addition to the UMIB, the Command Center diverted the *Steadfast*, a 210-foot Medium Endurance Cutter. They also launched a helicopter from the Air Station in San Francisco,

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SIGHTINGS

coast watch — cont'd

and a 47-ft motor lifeboat (MLB) from the Station Bodega Bay. Additionally, the F/V *Harpoon* responded to the UMIB and assisted the Coast Guard.

Once the helicopter and MLB were on scene with the F/V *Reliance*, one of the MLB crew transferred along with two de-watering pumps. The *Reliance* had sustained severe damage to her starboard bow, but was still able to make way. She was escorted to San Francisco Bay by the MLB, where an MLB from Station Sausalito took over the escort. While en route to the Bay, the master started having trouble breathing. (He had been in the engine room and was thrown against equipment when the collision occurred.) A Coast Guard helicopter hoisted

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john burns

Thank you for printing the article about John Burns and The John Burns Family Benefit in the August issue. We are getting a good response from people who know how to reach us. For those who don't, here is a repeat of the Benefit information, and a couple of ways to contact us for further information.

The John Burns Family Benefit will be held on Sunday, September 8, 2002, from 3 to 7 p.m. at the Tiburon Yacht Club.



benefit

There will be a no-host bar, appetizers, music, auction, raffle, and speakers from the sailing community. Tickets are \$25 apiece at the door (under 16 free). All proceeds go to help John and his family deal with his recently-diagnosed leukemia.

For advance tickets or more information, log onto www.johnburnsbenefit.org, or contact John Donovan at (415) 331-6313.

—john donovan

coast watch — cont'd

the injured master and transported him to Stanford Medical Center where he was found to have punctured both lungs and broken five ribs. The F/V *Reliance* eventually moored safely in San Francisco.



the importance of flossing

Looking a bit like Gwyneth Paltrow with a piece of spinach in her teeth, Linda and Steve Dashew's lissome 79-footer *Beowulf* recently sailed into Catalina with more than a bone in her teeth. This wad of kelp looked like it weighed about 200 pounds.

Naturally, when we raised our hook to leave, there was blob almost as big on *Profligate's* anchor. It took almost 10 minutes of serious hacking to get it off.

August 5 — Just before 9 p.m., the Coast Guard received a call from the California Highway Patrol. CHP had a boater who had dialed 911 on his cellular phone to request assistance because he was being pushed by the tide into an area with lots of rocks. The CHP obtained the caller's cellular phone number and location before transferring him to the Command Center. Once the call was transferred, the Command Center was unable to communicate with the caller due to poor cellular phone signal strength in the caller's area. Moments later, communications with the caller were lost.

Using a location obtained by the CHP, the Command Center immediately issued a UMIB and launched a helicopter from Air Station San Francisco and an MLB from Station Monterey. The Santa Cruz Harbormaster boat also got underway to assist. Meanwhile, the Command Center tried on several occasions to reach the caller using the cellular phone number provided by the CHP. As the Coast Guard units and harbormaster boat searched the area, CHP was able to obtain a name and address of the caller from his cellular phone company. The Sheriff's Office in San Mateo went to the address provided by the cellular phone company and verified no one was home. Shortly thereafter, the caller phoned back to report he had made it safely to shore.

The use of cellular phones as a means of communication has increased significantly in the boating community. However, while it is becoming common for mariners to request assistance from the Coast Guard using cellular phones, the above case illustrates the potential danger of using a cellular phone as the *only* means of communication while underway.

LATITUDE/RICHARD

SAN FRANCISCO BAY SERIES

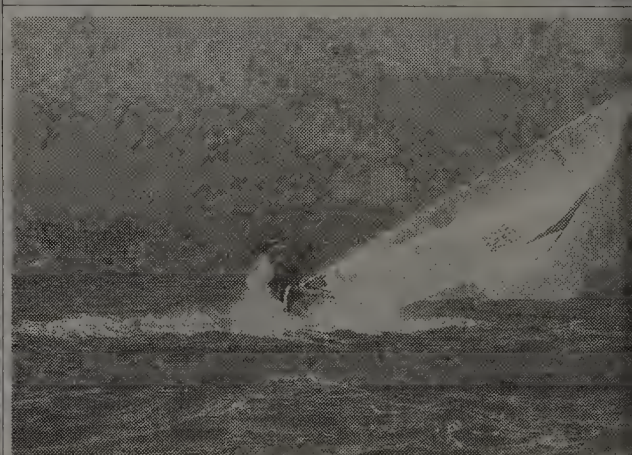
The buzz last month around the Bay was all about the inaugural San Francisco Bay Series, a five-regatta fall circuit co-hosted by friendly crosstown rivals St. Francis YC and San Francisco YC. Fittingly, the new Series debuted with an all-new regatta, the Aldo Alessio Regatta (StFYC, Aug. 2-4), before continuing last month with two tried-and-true venues — the Summer Keelboat Regatta (SFYC, Aug. 17-18) and the Quickboat Regatta (SFYC, Aug. 24-25). In September, the Series will segue into the NOOD Regatta (StFYC, Aug. 31-Sept. 1) before culminating in the grand finale, the Big Boat Series (StFYC, Sept. 12-15).

"Basically, we conceived the Series to give the Southern California boats a reason to come up for more than just the Big Boat Series," explained StFYC race manager John Craig. "By tying these regattas together into a series, it helps promote local participation, too."

Class winners of the San Francisco Bay Series will be determined as follows: handicap boats, which are racing under the 'new' Americap II system, will count the results of three regattas — the Aldo, Quickboat, and Big Boat Series. The one design boats will count four regattas — the Aldo, Summer Keelboat, NOOD, and Big Boat Series. Currently, only three one design classes — Farr 40s, J/120s, and J/105s — are doing the full circuit, and thereby eligible for overall prizes. Winners of those three one design classes, plus the Americap winner, will be awarded trophies and magnums of Dry Creek Vineyard wine at the Big Boat Series trophy ceremony.

StFYC's inaugural Aldo Alessio Perpetual Trophy Regatta was, by all accounts, quite well received. Fifty-six boats sailed in the mostly sunny and moderately windy (15-20 knots) four-race smorgasbord, which consisted of two buoy races on Friday, a splendid race to the Lightship on Saturday, and a 21-mile 'Three Hour Tour' of the Bay on Sunday.

Though the event itself is new, the actual Alessio Trophy is not. It was established in 1992 through an endowment given by the late Aldo Alessio, a legendary local ocean racer and staff commodore of StFYC, to promote ocean racing in the Gulf of the Farallones. The sleds did four coastal races ('92, '94, '96, and '97) for the Alessio Trophy — a large painting of Alessio's Rhodes 49 *Mistress*



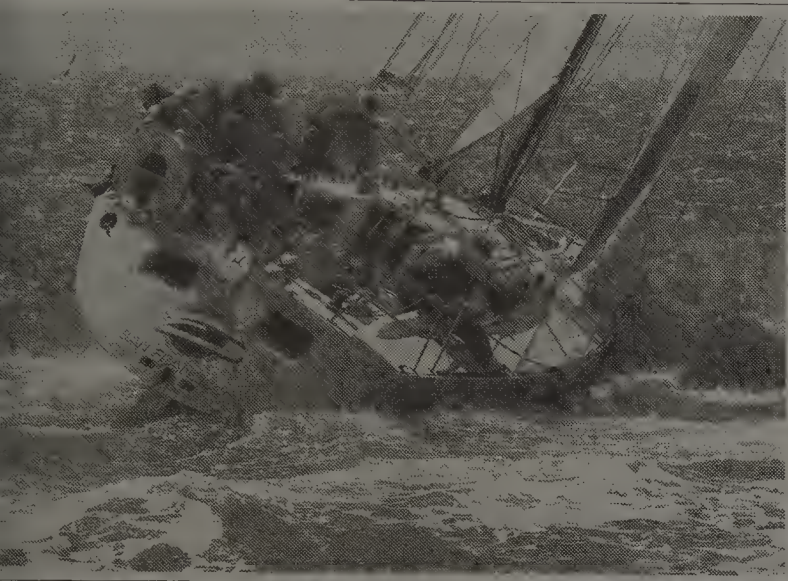
which hangs near the entrance to the club — before interest waned. A print of the painting was awarded to the overall winner of Saturday's ocean race — Dick Watts' and Tom Thayer's Farr 40 *Non Sequitur* — which was scored under Americap II for all participants.

Fittingly, the Lightship Race was the highlight of the weekend. "It was really challenging and fun, as for once that course turned out to be a perfect windward/leeward," said Craig. "However,

opinions were split 50/50 on the Bay Tour, with some people feeling it was just a parade. They'll be doing double sausages until they're dizzy after this, so maybe they'll appreciate the Tour more in retrospect!"

The top performer at the Aldo, at least in our opinion, was Alex Geremia's Farr 40 Santa Barbara-based *Crocodile Rock*. With Scott Harris driving and Robbie Haines calling the shots, the *Croc Rock* crew put together a consistent 1,2,4,2

— WHOLE LOTTA SAILIN' GOING ON



Clockwise from upper left — Melges 24s smokin' along; Express 37 class winner 'Eclipse'; plane fun on an Antrim 27; 'Gone Too Farr' rolls into the gates; the winning form of the Melges 24 'Sabotage'; the Express 27 'Swamp Donkey' also won; and a first look at Rob Weed's red Farr 40 'Wired'.

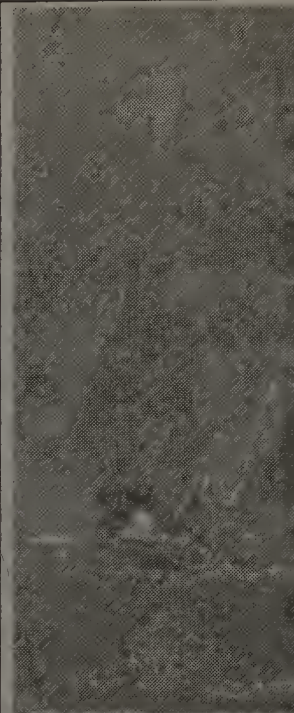
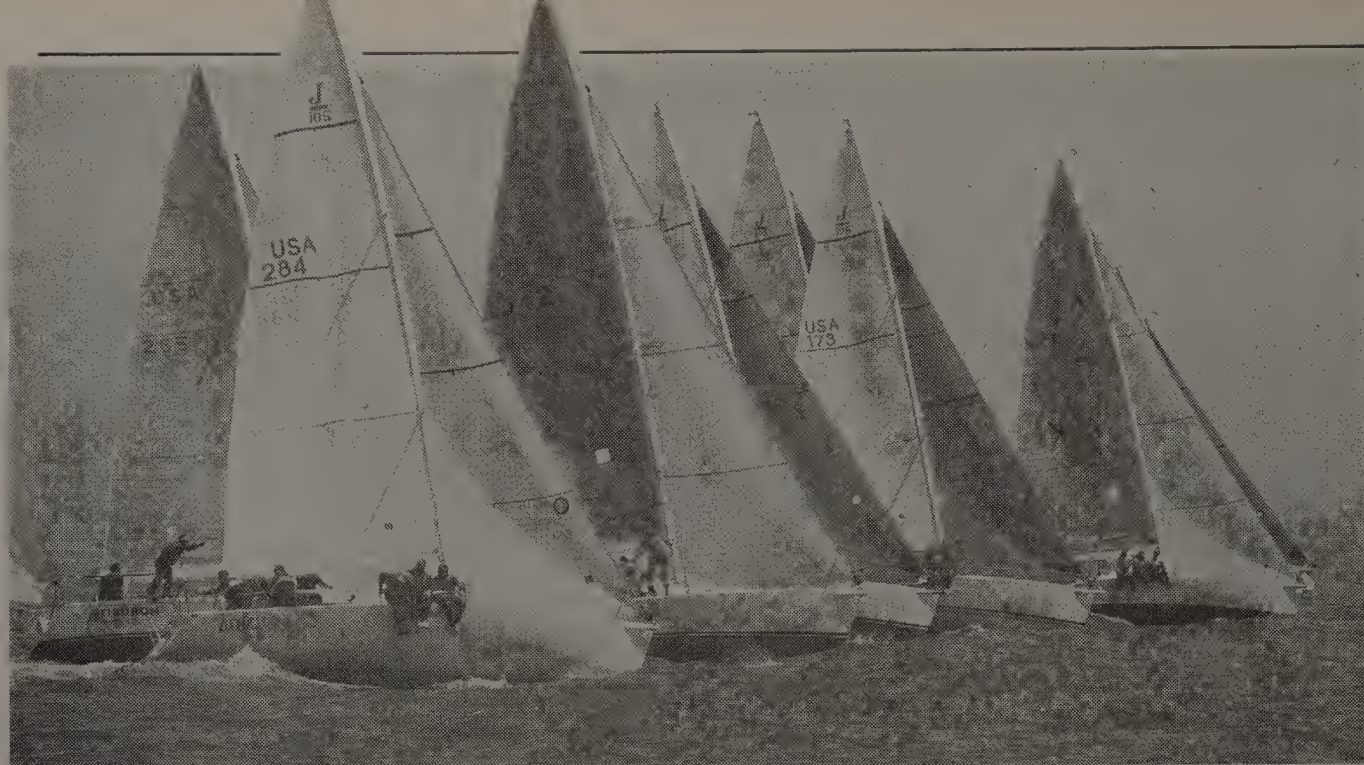
record to top *Samba* and *Shadow* in the most competitive fleet. Dean Dietrich's *Blackhawk* won the 22-boat J/105 class on a three-way tiebreaker, topping *Good Timin'* and *Nantucket Sleighride* by virtue of winning two of the four races. To no one's surprise, Steve Madeira's green J/120 *Mr. Magoo* cleaned up in that class, while Mark Dowdy's *Eclipse* did

likewise in the Express 37 class.

The Aldo also marked the second time *Americap II* has been used on the Bay, with just seven boats taking the bait (the 'new' rating system debuted in April's Stone Cup with mixed reviews). With a too-wide rating band to offer meaningful racing, the jury still remains out on what, if anything, the long weekend's

exercise proved. Finding the right marks, however, proved more important than any rating system, as an afterguard meltdown on the Farr ILC 46 *Wasabi* during the final day's Bay Tour handed the class win to *Zsa Zsa*, Bill Wright's well-travelled 1D-35.

Next up, on August 17-18, was SFYC's Summer Keelboat Regatta. This was strictly a one design regatta, featur-



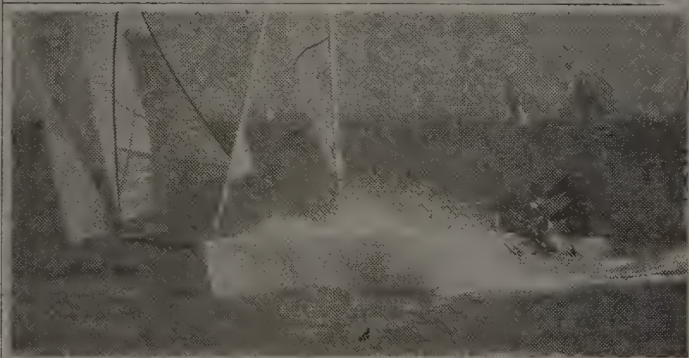
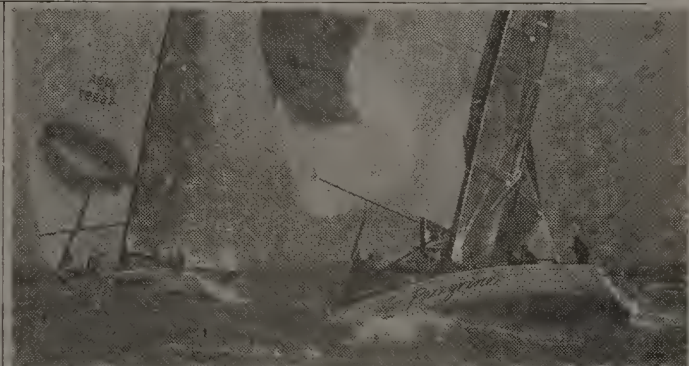
ing eight classes racing on two different race courses in the Berkeley Circle vicinity. The big boats (Farr 40s, J/105s, Express 37s and J/35s) raced their windward/leewards in the windy slot just south of the Circle, while the little boats sailed in the calmer waters near Southampton Shoals.

Once again, the Farr 40s and J/105s stole the show — in fact, the two classes were often intermingled at mark

Clockwise from upper left — 'Zuni Bear' (284) leads the J/105 class out of the blocks; the J/35s 'Kiri' and 'Jarlen'; Vaughn Seifers (65) in front of the Moore 24s; 'Cavallino' chases 'Samba Pa Ti'.

roundings on Saturday. The two 'JKs' — John Kilroy and tactician John Koštecki — took the Farr 40 class with their familiar *Samba Pa Ti*, moving into the lead of that class's West Coast championship season in the process. The regatta was marred by a major collision in the first race, which left Peter Stoneberg's *Shad-*

ow, always a top contender, knocked out with a hubcab-sized hole in her port quarter. *Morning Glory*, which was DQed in the port/starboard incident, also headed in for repairs. Both boats were back out the next day, with *Shadow* going 1.9 to claim third overall behind *Samba* and *Crocodile Rock* after being



Clockwise from top — 'Astra' chases the Farr 40 fleet; 'Peregrine' about to crash; the Melges 24 'No Dread' looking natty; and the Antrim 27 'Always Friday' leaves a sistership flailing in her wake.

awarded the average of their Sunday scores for Saturday's three races.

Meanwhile, Shawn Bennett drove *Zuni Bear* to a convincing victory in the 27-boat J/105 class, which chose to sail only four races instead of five. *Zuni's* fine 4,1,1,1 record suddenly pulled them into contention for season honors, setting up

a September showdown with current leader *Good Timin'*. Three of the other classes were won with straight bullets — Mark Dowdy, who has already won the 2002 Express 37 class title, crushed that class again with his *Eclipse*; Bob Bloom's *Jarlen* mopped up the J/35s; and Scott Sellers and his *Swamp Donkey* gang

dominated the Express 27s.

The other three classes were only somewhat closer. Jim Antrim borrowed *Always Friday*, and gave a sailing seminar to five other Antrims 27s, sailmaker Jeff Thorpe roughed up the Melges 24 class with *Team Quantum*; and Vaughn Seifers and his Dumb America Syndicate proved once more to be anything but dumb, winning the Moore 24 Pacific Coast Championships in their oddly-re-

SAN FRANCISCO BAY SERIES

named *He Hate Me*.

The third leg of the August tour was San Francisco YC's Quickboat Series, an all-Americap II regatta which attracted 19 boats in three classes. Originally, the Quickboat was scheduled to occur the weekend before the Big Boat Series — which probably would have yielded more boats, especially SoCal ones, using the regatta as a tune-up for the main event.

After three windward/leewards on Saturday, followed by two more on Sunday, the class winners were Bill Turpin's Davidson TP-52 *Alta Vita*, Peter Stoneberg's Farr 40 *Shadow*, and Mike Garl's Beneteau 40.7 *White Dove*. The four Farr 40s (including *Morning Glory*, which went 1,2,1 on Saturday and then disappeared) and three Sydney 38s all used sistership ratings in order to get into the Series. The best-sailed boats won each class, and Americap II seemed to work well (except perhaps in rating the Schock 40) — however, it is obviously a bit early to start touting this rule as the salvation of handicap racing.

The San Francisco Bay Series is off to a great start, with three regattas down and the best two — the NOOD and the BBS — yet to come. September on the

No prisoners — 'Samba Pa Ti' skipper John Kilroy (seen here with daughter Chloe and crew Matt Ciesicki) is leading the Farr 40s.



Bear market — The J/105 'Zuni Bear's winning team of Mark Reardon, Rich Bergmann, driver Shawn Bennett, Mike Kennedy, and Jay Palace.

Scott Harris/Robbie Haines, 9 points; 2) **Samba Pa Ti**, John Kilroy/John Kostecki, 16; 3) **Shadow**, Peter Stoneberg/Mark Reynolds, 19; 4) **Groovederci**, Deneen Demourkas/Ross MacDonald, 19; 5) **Non Sequitor**, Dick Watts/Tom Thayer/Steve Benjamin, 22; 6) **Peregrine**, David Thomson/Brian Camet, 24; 7) **Endurance**, Mike Condon/Seadon Wijsen, 30. (14 boats)

J/120 — 1) **Mr. Magoo**, Steve Madeira, 5 points; 2) **Chance**, Barry Lewis, 8; 3) **Twist**, Timo Bruck, 18. (7 boats)

EXPRESS 37 — 1) **Eclipse**, Mark Dowdy, 5 points; 2) **Golden Moon**, Kame Richards, 9; 3) **Expeditious**, Bartz Schneider, 11. (6 boats)

J/105 — 1) **Blackhawk**, Dean Dietrich, 14 points; 2) **Good Timin'**, Wilson/Perkins, 14; 3) **Nantucket Sleighride**, Peter Wagner, 14; 4) **Tiburón**, Steve Stroub, 16; 5) **Wind Dance**, Steve Pugh, 17;

6) **Bella Rosa**, Dave Tambellini, 30; 7) **Orion**, Gary Kneeland, 32; 8) **Zuni Bear**, Bergmann/Bennett, 36; 9) **Jose Cuervo**, Sam Hock, 36; 10) **Advantage 3**, Pat Benedict, 42. (22 boats)

AMERICAP — 1) **Zsa Zsa**, 1D-35, Bill Wright, 8 points; 2) **Kaizen**, 1D-35, Steve Howe, 11; 3) **Wasabi**, Farr ILC-46, Dale Williams/Jeff Madrigali, 12. (7 boats)

SUMMER KEELBOAT (SFYC: 8/17-18; 5 races):

FARR 40 — 1) **Samba Pa Ti**, John Kilroy/John Kostecki, 8 points; 2) **Crocodile Rock**, Alex Geremia/Scott Harris/Terry Hutchinson, 17; 3)

Shadow, Peter Stoneberg/Ed Baird, 25; 4) **Groovederci**, Deneen Demourkas/Dee Smith, 30; 5) **Cavallino**, Zarko Draganic/Jeff Madrigali, 30; 6) **Endurance**, Mike Condon/Seadon Wijsen, 33; 7) **Astra**, Mary Coleman/Sylvain Barrielle, 36; 8) **Peregrine**, David Thomson/Brian Camet, 38. (16 boats)

J/105 — 1) **Zuni Bear**, Rich Bergmann/Shawn Bennett, 7 points; 2) **Wind Dance**, Jeff Littfin, 21; 3) **Nantucket Sleighride**, Peter Wagner, 22; 4) **#149**, Brent Vaughan, 24; 5) **Blackhawk**, Dean

Dietrich, 28; 6) **Good Timin'**, Perkins/Wilson, 30; 7) **Tiburón**, Steve Stroub, 31; 8) **Natural Blonde**, Rob Cooper, 42; 9) **Orion**, Gary Kneeland, 46; 10) **Advantage 3**, Pat Benedict, 48; 11) **Jose Cuervo**, Sam Hock, 49; 12) **Arbitrage**, Bruce Stone, 50; 13) **Wallopig Swede**, Andrew Whittome, 53. (27 boats; 4 races)

EXPRESS 37 — 1) **Eclipse**, Mark Dowdy, 5 points; 2) **Melange**, Jim Reed, 14. (4 boats)

J/35 — 1) **Jarlen**, Bob Bloom, 5 points; 2) **Fast Lane**, John Wimer, 11; 3) **Kiri**, Bob George, 15. (5 boats)

ANTRIM 27 — 1) **Always Friday**, Jim Antrim, 11 points; 2) **Abracadabra II**, Kessel/Surtees, 14; 3) **Nemesis**, Shortman/Marlson, 15. (6 boats)

EXPRESS 27 — 1) **Swamp Donkey**, Scott Sellers, 5 points; 2) **Baffett**, Baffico/Baskett, 11; 3) **Magic Bus**, Paul & Eric Deeds, 17; 4) **Exocet**, Jason Crowson, 30; 5) **Jalapeno**, Brendan Busch, 31; 6) **Archimedes**, Dick Swanson, 36. (13 boats)

MELGES 24 — 1) **Team Quantum**, Jeff Thorpe, 7 points; 2) **Tropical Storm**, Doug Forster, 10; 3) **Agent 99**, Dobroth/Dimetrelis, 23; 4) **Smokin'**, Kevin Clark, 25; 5) **Mary Don't Surf**, Bret Gripenstraw, 27. (11 boats)

MOORE 24 (PCCs) — 1) **He Hate Me**, Vaughn Seifers, 17 points; 2) **Ruby**, Manzi/McCarthy, 22; 3) **Vu Ja De**, Miller/Sutton, 22; 4) **Eclipse**, Brad Butler, 22; 5) **One Moore**, Tom Wondolleck, 24; 6) **#122**, Green/McBurney, 32. (13 boats)

QUICKBOAT SERIES (SFYC: 8/24-25; 5 races):

CLASS A — 1) **Alta Vita**, Davidson TP-52, Bill Turpin, 7 points; 2) **Wasabi**, Farr ILC 46, Dale Williams, 11; 3) **Victoria 5**, Andrews TP-52, Mike Campbell, 12. (5 boats)

CLASS B — 1) **Shadow**, Farr 40, Peter Stoneberg, 16 points; 2) **Astra**, Farr 40, Mary Coleman, 19; 3) **Scorpio**, Wylie 42, John Siegel, 21; 4) **Chance**, Farr 395, Paul Kent, 22.5; 5) **Morning Glory**, Farr 40, Hasso Plattner, 24. (9 boats)

CLASS C — 1) **White Dove**, Beneteau 40.7, Mike Garl, 5 points; 2) **Battant**, Beneteau 40.7, Chris Herron, 13; 3) **Night Train**, Bill & Chris Canada, 16. (5 boats)

Bay is always entertaining, and this new Series will add another dimension to the fun. Check www.stfyc.org and www.sf-yc.com for full results and cumulative standings.

— **latitude/rkm**

ALDO ALESSIO (StFYC: Aug. 2-4; 4 races):

FARR 40 — 1) **Crocodile Rock**, Alex Geremia/

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SOUTHERN CALIFORNIA

A year ago we walked into a local convenience store and paid for a soda with a \$5 bill. The clerk, who was new, had the countenance of a Zen Buddhist. After waiting 30 seconds, we asked for our change. The clerk gently put his fingertips together and replied, "Change comes from within." That's Mill Valley for you.

We never saw the clerk again, but his words — be they sagacious or bullshit — stuck with us. Having been a workaholic at *Latitude* for 25 years, we wondered if it wasn't perhaps time for a change. Maybe we should figure out a way not to have to bang on a keyboard 12 hours a day. Or maybe we should chuck the magazine to pursue one of life's other opportunities — orthopedic surgeon, soul surfer, Ambassador to India, something like that.

In the short run, we decided that becoming an 'island boy' for a month would be the best change. Live on the hook off of some island, eat healthy foods instead of restaurant fat and sodium, bike instead of drive, get up with the sun — the simple and natural life.

Which island? One of the Cyclades or the Spanish island of Menorca sounded fine. Unfortunately, we didn't have a boat at either one and couldn't afford to do a charter for that long. While coming home from Mexico this spring we stumbled across a solution closer to home — Catalina. Since Southern Californians speak the same language, eat the same food, and behave in semi-familiar ways, it wouldn't be as exotic as if we became an island boy on Menorca, but it might

American racer/cruiser Gothic — Anne and Mark Thomas, cleaning up 'Raven' the day after the King Harbor Race.



be a 'baby step' toward change.

Our plan was to begin our Voyage of Personal Discovery by entering the 81-mile Santa Barbara to King Harbor (Redondo Beach) Race on August 2. With Capt. Ken having delivered the boat downhill to Santa Barbara, we figured



'Max Q', a Melges 30 off Anacapa Island.

we'd ease right into a more simple and relaxed lifestyle. Then we got the phone calls.

The first call informed us that one of our two new props had fallen off. If our math is accurate, that's three props in one year! The second call was about a tube that had burst in the inflatable, and the third was to report that the starboard engine wouldn't start. Chartering a boat in Menorca for a month started to sound thrifty.

So much for the simple and relaxed life, as we weren't going anywhere without first scrambling around Southern California to pick up critical parts. Our first stop was Tradewinds Marine near Newport Beach, where we had bought our original Carib inflatable five years before when *Profligate* was launched nearby. We'd been happy with the 12-footer, as it had miraculously withstood five seasons of severe abuse in Mexico. Tradewinds not only had the model we needed in stock, but agreed to sell it to us at the '97 price and deliver it all the way to Redondo Beach at no charge.

All we needed was to get a replacement prop — they don't keep them on the shelf like toilet paper at Costco — to the diver in Santa Barbara before 4 p.m. Once again we lucked out, as Greg Beck of Martec Props quickly assembled a two-bladed folding Martec prop — and loaned it to us for the duration! Had it not been for him, we either would have had to do the race with one fixed prop, which is like dragging a dead body behind the boat, or without one prop, which would have rendered the cat uncontrollable in close quarters — such as at the finish

line inside the Redondo Beach Breakwater.

Despite standstill traffic at Oxnard in the middle of a Thursday afternoon, we managed to get the prop to the diver in Santa Barbara in the nick of time. He put the new Martec on and did his best to inspect the remaining Flex-O-Fold prop. When we asked if we could count on both props staying with the boat, Steve filled us with confidence. "I hope so," he said. "But you might want to avoid reverse."

The problem with the starboard engine was a balky but easy to replace solenoid. Unfortunately, it had gotten too late to find one, so each time we wanted to start the engine, we'd have to jump down into the engine room and bypass the bad part with a quarter. We weren't pleased with having to race all over to take care of the glitches, but we assured ourselves that Magellan, Columbus, and Cook must have overcome greater adversities to begin their Voyages of Discovery.

The Santa Barbara Yacht Harbor, backed by the Santa Ynez Mountains and with the Channel Islands visible in the distance, has one of the most beautiful locations in the world. It's a multi-purpose harbor that accommodates rec-



VOYAGE OF DISCOVERY

reational mariners, commercial fishermen, the Coast Guard, and hordes of tourists in reasonable harmony. The harbor's shortcoming is a lack of slips brought on by Ala Wai-itis — a condition in which slips fees have been so cheap for so long that nobody could afford to ever give one up. Thus we weren't surprised to note that some of the boats hadn't moved since we'd seen them last — which was while attending UCSB in the mid-'60s. A 'use your boat or lose your slip' policy would go a long way toward solving the problem.

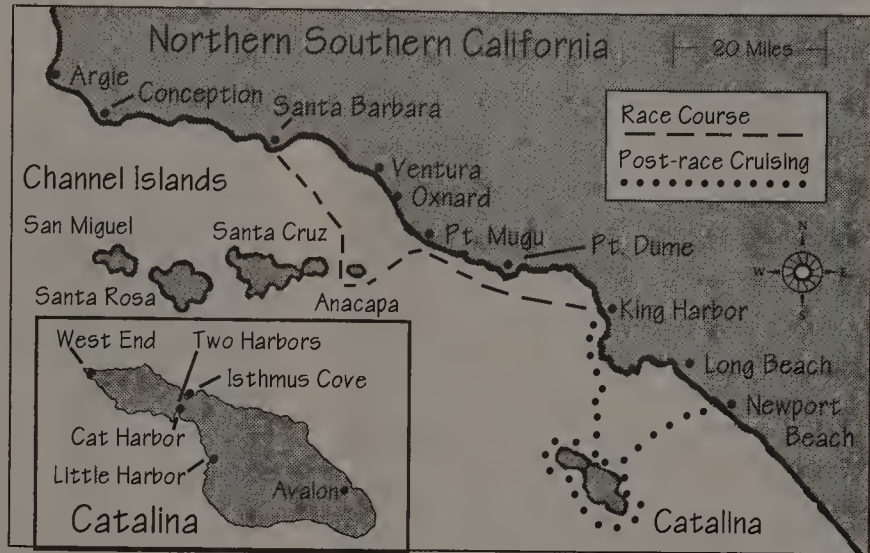
By sundown we were at Brophy's — a popular second-story marina restaurant that affords inspiring views of the harbor and mountains — dining with our crew: Bob and Bonnie Fraik of the San Diego based SC 52 *Impulse*; John Folvig of the San Diego-based Perry 72 *Elysium*; and his sailing buddy Drew. They'd all come on the train. Devon Mullins of Newport Beach, a vet of numerous *Profligate* adventures, showed up the next morning. It was a typical turnout of casual crew, with about 25% of the promised crew not showing up. It's no problem because we overbook like the airlines.

It's a mystery to us why the Santa Barbara to King Harbor Race doesn't attract as many boats as the Ensenada Race. The 81-mile length is ideal, there's usually more consistent and stronger wind, and the scenic course takes the fleet between Santa Cruz and Anacapa Islands, back to the mainland at Pt. Mugu, and across Santa Monica Bay.

After a start in typical Santa Barbara zephyrs, the wind mostly blew 10 to 13 knots, except for a few gusts in the higher teens near Pt. Mugu. Bill Gibbs and his 52-ft cat *Afterburner* made short work of the course and the 109 other entries, finishing in 6 hours and 41 minutes, breaking the old course record by a couple of minutes. Doug Baker's Andrews 70 *Magnitude* was the first monohull, finishing in 8 hours, 24 minutes. In a surprise, Northern Californian Paul Marston, sailing the course for the first time, took corrected time honors in fleet with his Antrim 27 *Nemesis*.

We had a fine time on *Profligate* —

which is to say we were pleased with things until it came time to set a big runner a few miles shy of Anacapa Island. Unfortunately, what emerged from the turtle was some undersized chute we didn't recognize — which we nonethe-

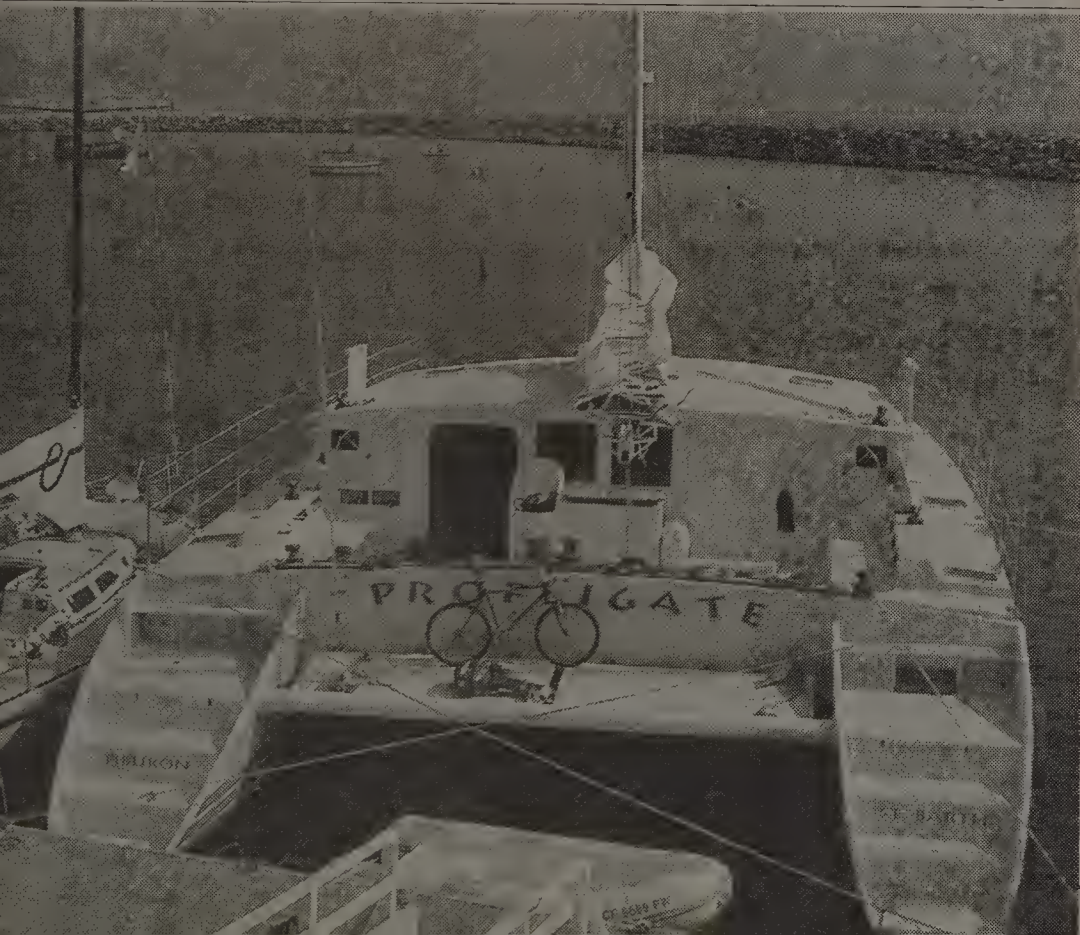


less promptly shredded during a bad jibe. Somehow we'd managed to leave both our big chutes at home. We did have a couple of bursts in the teens near Point Mugu when the wind was the strongest, but we were slow in the lighter stuff — and nearly stationary when the wind all but died five miles from the finish. In fact, a couple of the smaller and lighter boats that were passing us as though we were standing still mistook us for an offshore oil platform.

We nonetheless managed to finish before midnight, and had really enjoyed ourselves — in part because it never got cold. We'll be back next year — after checking to see we've got the right chutes. If you're looking for a fun but highly competitive race in Southern California, we'd put the Santa Barbara to King Harbor event at the top of the list.

The gregarious folks at the King Harbor YC like to raft the fleet in front of the club, so despite our desire to be as inconspicuous as possible, and our doubts about our props not flying off, we backed down to Med moor front and center. There aren't many large catamarans on the West Coast, so *Profligate* was a natural curiosity the next day. We had a great time welcoming a couple of hundred people aboard for tours.

King Harbor, because of the large power plant nearby, isn't as scenic as Santa Barbara. But within easy walking distance to both the north and south are long beaches backed by walking/jogging/skating/biking paths. The one to the north goes all the way to Marina del Rey, while the one to the south contin-



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ues on to Palos Verdes. There's miles of surfing, boogie boarding, volleyball, physique ogling — and all the other normal Southern California beach activities.

Having temporarily sworn off automobiles for a change, we off-loaded our mountain bike and pedaled off on some errands. Walking is great, of course, but there's a limited distance that you can cover without wearing holes in your shoes. With a bike and decent roads, a 20-mile trip isn't that big a deal — assuming you've already developed callouses on your butt. The PCH, by the way, isn't a decent road in terms of safety.

Our last bike stop was at a supermarket for provisioning. Here's the paradox about food: if the healthy and nutritious stuff is much cheaper, why do so many of us reach for the expensive crap? This time we bought the good stuff. Fifty-four dollars worth of fruits, veggies, and seafood easily ended up lasting us more than five days. Boats, bikes, and bananas — it was a change for the better.

Before leaving Redondo, we inquired about mooring options. If you're a yacht club member, the King Harbor YC folks can often put you up for a few days. If you're not, you can anchor behind the breakwater three days for free — as long as you set bow and stern hooks and inform the harbor patrol. Up in Santa Barbara, you can anchor to the east of Stearn's Wharf for free for as long as you want, and land your dinghy in front of the Harbormaster's Office. The anchorage becomes a precarious lee shore, however, during the southerly storms of winter.

With the repairs, race, and boat tours over, we headed to Catalina to ponder our future. After a 'June Gloom' *Serenity now! It's waiting for you overlooking Cat Head, just an easy hike or bike ride from Two Harbors.*



morning, a brilliant sun broke through to clear the skies, and the wind built to a delicious 15 knots. Under a tiny jib, big main, and autopilot, *Profligate* bounded over the small swells at 10 to 11 knots. As we steamed fresh clams over wine sauce in the galley, we hit upon a change that sounded great — quit work forever.

As is often the case, it was a reach both ways between Marina del Rey/Redondo and Catalina. Since it was a busy Sunday afternoon, the rhumbline seemed like a nautical version of the 405. With boats on reciprocal courses approaching each other at a combined speed of 15 knots or more, it was important to keep a good watch.

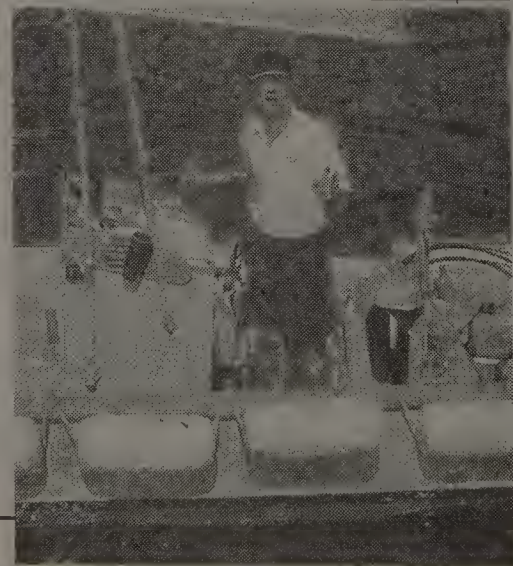
Thanks to a surprisingly consistent breeze, it wasn't long before we arrived off Two Harbors. The sailing conditions had been so pleasant, however, that the hedonist in us couldn't stop. We spent another hour zigzagging up the coast, reveling in the warm breeze and enjoying the island scenery.

We wanted to take a mooring at Isthmus Cove, so it was a good thing we arrived on a Sunday afternoon. Catalina is the busiest in August, and for the previous three nights every mooring in the vicinity — and there are hundreds of them — had been occupied. If you want a mooring at Two Harbors in August,

The palm-lined beach at Isthmus Cove, with the BBQs, tables, and volleyball court in back. It's perfect for kids of all ages.

show up early in the week. To get a mooring, dawdle off the main fairway and one of the unfailingly friendly harbor patrol guys will come out to assign one — assuming one is available — and collect the money. Moorings run approximately 50-cents/foot/night, but you may be required to leave as early as 8 a.m.

There's also room for about 100 boats to anchor for free, but only in 100 or more feet of water. Since few boats carry adequate rode for such conditions, drag-Mark, formerly of Ventura, is going great as the harbormaster at White's Cove.



VOYAGE OF DISCOVERY



ging is commonplace.

There are two ways for adults to get to shore when on a mooring or at anchor. You can either launch your own dinghy and tie it up at the always jam-packed dinghy dock, or you can catch a shore boat for \$2.50/person/each way. Kids often prefer to swim or boogie-board ashore.

Two Harbors is small and basic, the antithesis of Los Angeles — which is precisely the way long time visitors prefer it. In addition to the landing and dinghy dock, there's a large sand area with a volleyball court, BBQ pits, and picnic tables surrounded by tall palms. Two Harbors has a general store, snack bar, restaurant, indoor bar, and outdoor bar — each one less pretentious than the other. Given the boom or bust business associated with groups, you never know if there are going to be long lines or none at all. If you want dinner in the restaurant on weekends, however, make a reservation early or you'll be out of luck.

Since Two Harbors is a trailhead-gathering place for many campers, hikers, and kayakers, as well as sailors, the bathrooms and showers are basic. Nonetheless, the best quarter some folks have ever spent was on one of the 90-second showers. These being public facilities,

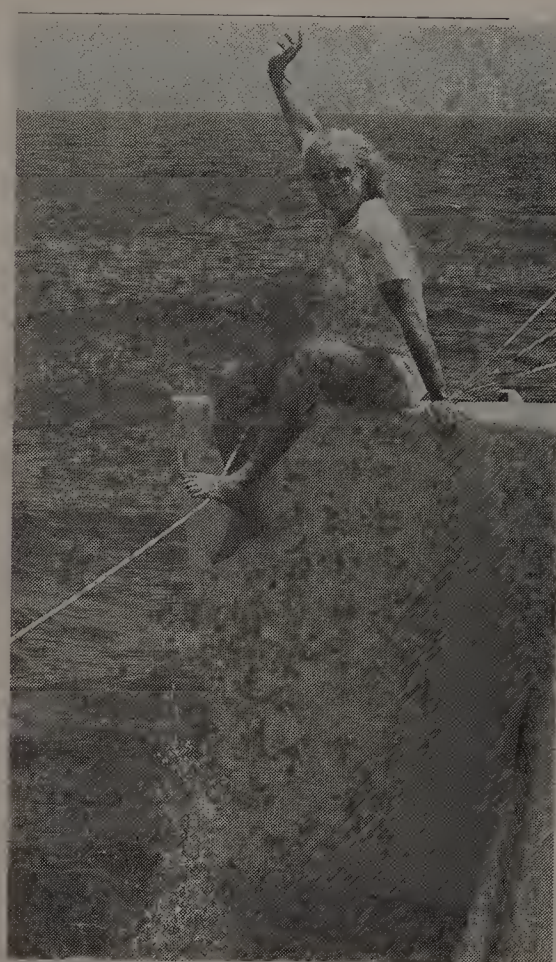
some dufus always takes a dump in one of the showers.

We hadn't come to Two Harbors for the normal drink, dine, and shower activities, but for change. So we got our bike ready and hailed the shoreboat on VHF 9. The operator turned out to be David, whom we had interviewed a year before after his small Piver trimaran had flipped during a spring storm at nearby Cat Harbor — with him inside. He was looking well, and assured us that bicycles are welcome on the shoreboats.

August may be the busiest month at Catalina, but we rode for miles late on that Sunday afternoon and hardly crossed paths with anyone. We first headed southwest on a dirt rode that took us to the satisfying view of Cat Head. It's not a particularly spectacular formation, but it has a genuine Land's End quality. Head west from there and it's nothing but open ocean for thousands of miles.

We then rode back to Two Harbors, and in the fading light took the dirt road that follows the winding contour of the coast in the direction of West End. It has a slight incline for the first mile or two, but offers lovely elevated views of all the boats on the moorings in Cherry, Fourth of July, and other coves. It's a decent enough road, but butt-busting hard. There were enough odd rocks to make us wish we had a helmet, and a dust mask would have been nice. It was nonetheless an invigorating ride after a great sail, and we felt as though we'd had the largely unspoiled part of California all to ourselves. If you don't have a bike or don't have room to carry one on your boat, you can rent them at Two Harbors for \$20 for two hours.

With so many boats packed to-
Unlike Cat Head on the back side of the island, Isthmus Cove, which is on the front side, is jammed with people and boats.



Sherry, wearing one of the new invisible PFDs, enjoys a fast sail to Avalon on the starboard bow of 'Profligate'.

gether in a small area, it's impossible not to cross paths with friends. Mark, a fellow G Docker from Ventura in the '80s, stopped by to report that he was now the Harbormaster seven miles away at White's Landing. Michael and Sylvia Fitzgerald of the Sacramento-based *Sabatical* waved as they dinghied by. Tom LaFleur, who did the Ha-Ha last year with the Swan 53 *Mistress*, and who recently bought the UK loft in San Diego, was anchored in the next cove. We dinghied over to say hello and check out all his latest techie stuff.

Monday was our first day of rest in our more relaxed and more natural life — and it felt strange. After all, we'd got-

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Little Harbor is one of only two anchorages on the back side of the island, and the only place on the island to bodysurf.

ten a great night's sleep, didn't get up early, and didn't need to be anywhere '15 minutes ago'. There was no newspaper to read, no scores of emails to digest, and no Internet to surf. It was as though our body had been unplugged from some gigantic Stimulatron. So we sat in the cockpit and enjoyed the views of the island and the sea, and watched the fog play cat and mouse with the hill-tops. Then we went for another bike ride.

If you're addicted to anything — be it cocaine, gin, or work — it's easy to backslide without really realizing it. Our downfall was picking up the *L.A. Times* after our bike ride. We'd forgotten what an excellent — and thick — newspaper it is. So rather than doing our scheduled afternoon ride, we reverted to our pathetic old habits and read every word.

A large quarry is Catalina's contribution to industry. The federal breakwater off L.A. and Long Beach was built with rock from Catalina.



Having not been in the office for five whole days, however, we did notice a distinct change in our perception of time. Many of you readers are workaholics, so you know how you can get to work at 7 a.m., and before you know it, it's already 10 p.m. Just the opposite was happening on the hook at Two Harbors, as time passed very slowly. And not just the hours. At 2 p.m. on Monday, we felt as though it must be Tuesday. At 4 p.m., it seemed as though it were surely Wednesday. For a person used to living in 15-minute segments, it was a luxury unlike any other.

At sundown, we dinghied over to visit Mark and Anne Thomas, whose N/M 39 *Raven* was moored in nearby Cherry Cove. The Bay Area couple had finished second overall in the Coastal Cup earlier in the summer, and had stayed south to do other races — including S.B. to King Harbor — and to cruise. "It's been the best summer of my life," said Mark. "Mine, too," said Anne. Alas, Anne is a teacher and the end of summer was approaching. After flying back to Detroit to help her dad try to win the Cal 25 Nationals with his 40-year old boat, she would have to get ready to return to the classroom.

Tuesday we decided to sail around Catalina, and Mark and Anne decided to join us. As we would soon learn, the Isthmus is the Golden Gate of Catalina. There's often a nice breeze that comes through 'the slot', but to either side there is often nothing. So after two minutes of brisk sailing, we had to motor around West End and down the backside of the island to Cat Harbor.

The southwest side or 'backside' of Catalina couldn't be more different than the northeast or 'front' side. There are two population centers, thousands of boats, and many good coves on the front side, while there are few people, boats, or coves on the back side. The two exceptions are Cat Harbor, which is big, and Little Harbor, which obviously isn't. Catalina isn't the most dramatic looking island in the world, but there were some nice views on the more rugged back side.

About a quarter of the way down the backside from West End is Cat Harbor. Although it's only a third of a mile from Isthmus Cove by foot, it feels as though it's a world apart. If you want to live 'off the grid' on your boat, this all-weather harbor would be an excellent place. There aren't a lot of people, and you can anchor for free for as long as you want. Yet it's just a short walk to Two Harbors and the general store, showers, laundry, restaurant meals, newspapers, and even

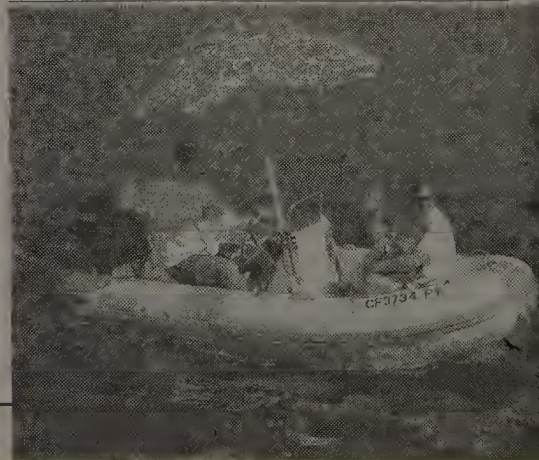


email. And if you hop a ferry, you can be in L.A. in less than two hours.

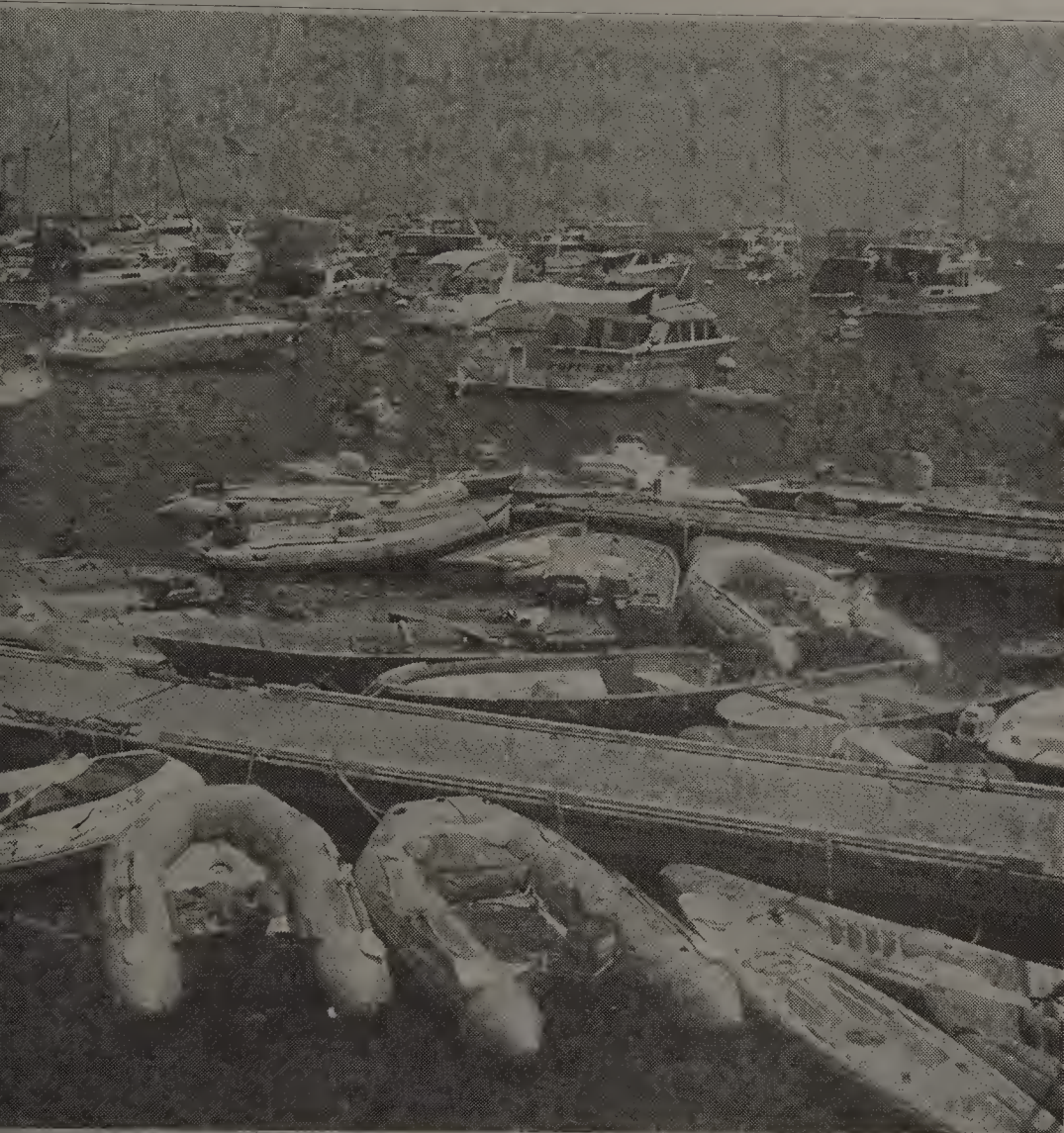
Another mile or two down the coast is Little Harbor, the only other place to anchor on the back side. We were also told that it's the only place on the 20-mile long island that is ever suitable for bodysurfing.

After an agonizingly slow light air sail three-quarters of the way down the back side, there was finally enough breeze to set the little screecher. Thanks to sailing the hottest angles possible, Anne managed to get the boat into double dig-

Putting around in the dinghy — with a makeshift surrey on top — is a popular island pastime.



VOYAGE OF DISCOVERY



No matter if you were on the shore or on the water, it was pretty much a full house all week at Avalon.

its. But it was Mark who really pissed us off. After fiddling with the main for about 23 seconds, he'd dialed in the near perfect shape that has been eluding us. We felt as though he'd snuck a kiss with our high school sweetheart — and she liked it!

After the backside of Catalina, Avalon — even on a Tuesday afternoon — seemed like Times Square. It was packed with people and every conceivable type of watercraft. Many boats were hovering around the entrance like bees in front of the hive, while others were anchored willy-nilly just outside. The Harbor Patrol apologized for not having a mooring, but was nice enough to permit us to drop off Mark and Anne at one of the ferry docks. They were going to take a vacation from their boat vacation by taking a room.

We could have dropped our hook to either side of Avalon, but it was too chaotic. The most remarkable sight was some of the smaller monohulls on the

hook which, thanks to the combination of an undulating swell and countless boat wakes, rolled with a violence we don't think we've seen before. How anybody could sleep on one of those boats was beyond us.

Fortunately, it was only three miles up to White's Landing, where our friend Mark was the Harbormaster. Since it is home to the shore facilities of the San Diego, Newport, and Balboa yacht clubs, we expected it would be lovely — and it was. Despite the arrival of 45 boats from the Ventura YC, Mark still had room for us and other boats. Alternatively, we could have anchored a little further out, but once again, it would have been quite deep. In any event, it was 10 times smoother off White's, which get as much swell or boat wakes as Avalon.

After dark, the Wanderer and Doña de Mallorca debated on whether to take the dinghy to Avalon or not. This is when our fast life addiction began to rear its ugly head. Despite the fact that it was going to be a lumpy six-mile round trip, our desire for a couple of slices of pizza and an *L.A. Times* overwhelmed our commitment to a more relaxed and healthy lifestyle. Once in town, we attacked the

pizza and the *Times* with vigor.

It was a shockingly rough trip in the dinghy, particularly coming back from Avalon. Either we could go smoothly at three knots and take forever, or go at 15 knots and crush every disc in our backs. Despite the unrelenting pounding, our need for stimulation via the *Times* was so strong that we kept going back like a Skid-Row addict. That it required some of the roughest dinghy trips we can remember didn't seem to matter.

Having been to Avalon in the spring, we thought that somehow it might become even more fun with more people. Alas, more was just more, not better. We're not knocking Avalon — which brings so much pleasure to so many — it just wasn't what we were looking for. Our favorites there remain Andy's Casino Way Showers, the fuel dock snack bar and bar, the Marlin Club, the natural food sandwich shop just up from the pier, and the theater in the casino.

While anchored at White's, Richard and Sherry Crowe — who have taken their own boats and Orange Coast College's *Alaska Eagle* on some of the most difficult long passages in the world — stopped by to introduce Chris and Chris Van Dyke of the Ventura-based Valiant 40 *Spirit Wind*, with whom they'll be doing the Ha-Ha. One thing led to another, and the next day we all went sailing on *Profligate*, ostensibly to take Richard and Sherry from Two Harbors to Avalon to catch the ferry back to Newport.

We started the sail in some 15 knot gusts off Two Harbors, and were chuffed to see how surprised Richard and Sherry — whose sailing skills we envy — were at the cat's speed. Thanks to ultra hot angles again, we soon had everyone driving effortlessly in the low teens — and seeming to like it. After dropping Richard and Sherry off at Avalon, we and the two Chrises sailed back to Two Harbors. Once again we had fabulous sailing con-

Southern California may not be the windiest place in the world, but Chris Van Dyke enjoyed some swift sailing on the back of 'Profligate'.



SOUTHERN CALIFORNIA

ditions — 12 to 18 knots of warm wind. Is it like that all the time in the summer?

As we tacked into Two Harbors, we noticed that Steve and Linda Dashew had just dropped the hook from *Beowulf*. Their 79-footer has a split personality. The exterior is unpainted aluminum and looks like a work boat. Down below, however, she's a spectacular showpiece. A glass of wine and spirited conversation led to dinner, during which Steve told us about his long history of owning and racing catamarans. He explained that he and Linda had originally thought about doing their circumnavigation with a multihull. However, a sudden and severe blow off Cedros — Linda says it was the worst they've ever experienced — gave them visions of a cartwheeling cat with their entire family inside. So they decided to stick with monohulls for crossing oceans.

We were a little embarrassed to have the Dashews aboard *Profligate* the next day, as our cat is extremely basic and was intended for spill-the-wine kind of



High speed Internet access, the latest threat to the simple onboard life.

fun. We got the shock of our lives the next day when Steve informed us that he'd called Gino Morrelli — on a Sunday, no less — to toss around the idea of building a 70-ft cat. He liked the idea of a simple cat that the kids and grandkids could romp around on.

It was with an overwhelming sense of failure that we awoke on that Sunday. For after 10 days, it was clear that

we hadn't changed at all. We place the blame squarely on the *L.A. Times*, for providing us with a continually steam of needless stimulation. And on our friends for not intervening when we ordered pizza at Avalon, mealtloaf at Two Harbors, and ate ribs aboard *Beowulf*. Disgusted with ourselves, we retreated to a mooring at Newport Beach, flew back to the office — and a mountain of deferred work — and resumed our old life.

Hope springs eternal with all addicts, however, and as soon as we finish this paragraph, we're heading back to the boat, the islands, and hopefully longer lasting change. But it won't be easy. For on our last full day at Two Harbors, Steve Hollen of the Irwin 37 *Andalucia* — and Sprint PCS — came by and demonstrated how to get high speed Internet access on our boat using a Sprint PCS phone. Terrific. It was like a cocaine addict being shown where to find a boulder of crack. Change does come from within — but it comes from without, too.

— latitude 38



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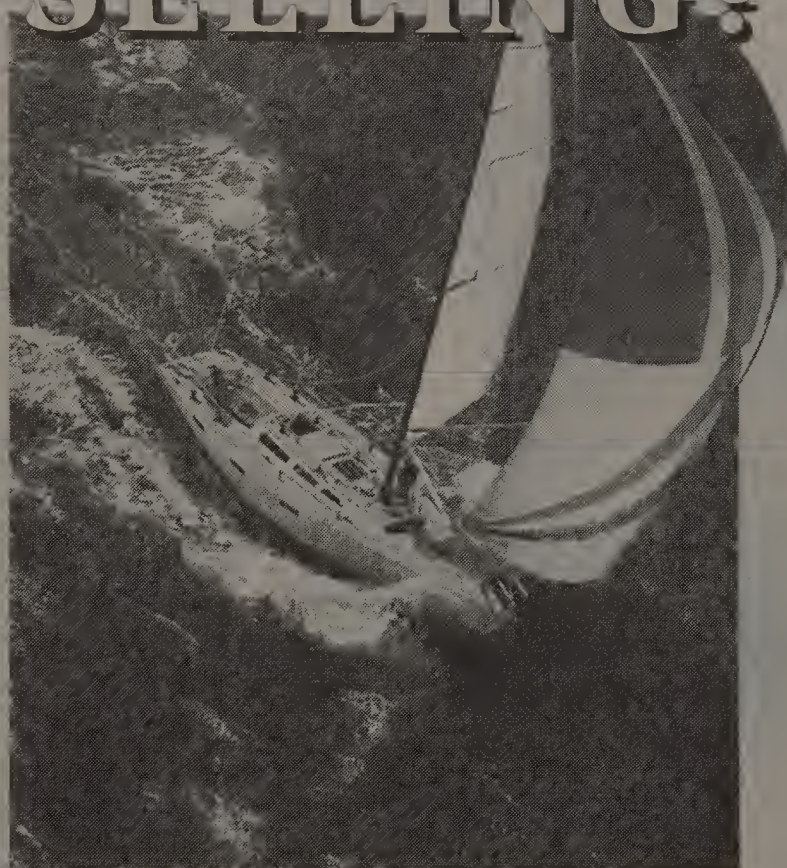
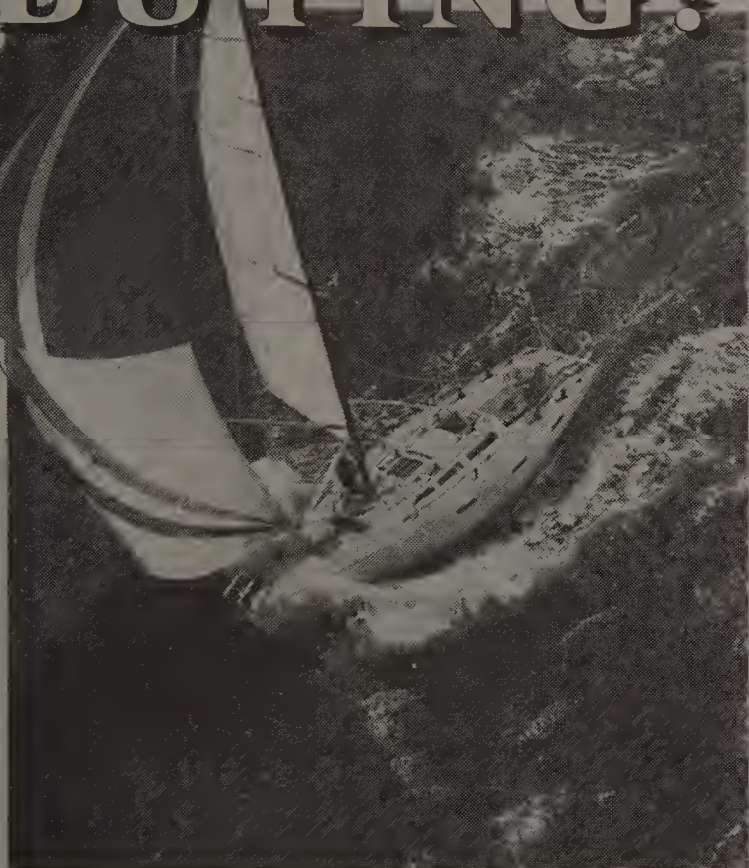
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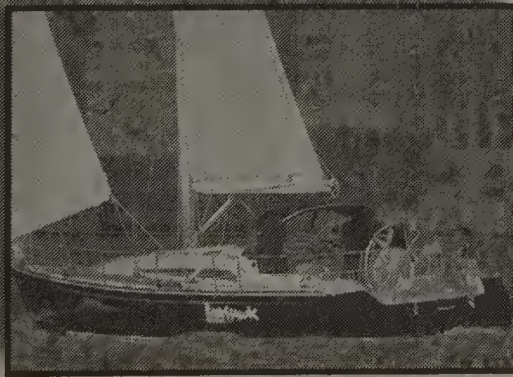
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THREE DAYS BEFORE THE MAST

With a fresh breeze steadily filling in from the northwest, the sailing master of the 257-ft barque *Guayas* drew his bosun's whistle to his lips. From his perch within the ship's solid teak wheelhouse, he surveyed the decks below, then blew a series of short, shrill tones which immediately sent dozens of cadets bustling toward preassigned stations.

"There's a different sound for each command," he explained in Spanish. "I've just instructed the foredeck officer to have his crew set the lower squaresails." As he spoke, another whistle answered from the foredeck and two dozen sailors began scurrying up the ratlines toward the lowest of five yardarms. By the time they had begun to pull themselves along the precarious 'footropes' toward the outer ends of the yard, the sailing master — who insisted that I call him by his first name, Amilcar — was piping out orders to the mainmast officer, who, in turn, sent a second team of sailors aloft to unfurl more squaresails.

After enduring an uncommon southwest breeze for a day and a half, the wind had finally clocked around to the northwest, allowing us to harness the full force of a following breeze — at wind angles befitting a square-rigger. As we charged ahead through the whitecaps, my only regret was that this thrilling ride would only last a half day longer. Now that we

At 257 feet in length, and carrying 15,177 square feet of sail, the barque 'Guayas' is a vessel that every Ecuadorian can be proud of.

when I was invited to ride along from San Francisco to L.A.'s Port of San Pedro aboard this spectacular, three-masted 'school ship', my reply was immediate: "Count me in!"

Owned and operated by the Ecuadorian Navy, *Guayas* had just spent five days in the Bay as part of an annual cadet-training cruise, during which she makes goodwill visits to a variety of international ports of call. Even though Ecuador is a tiny South American country — roughly the size of Nevada — with roughly 400 miles of coastline, it's not surprising that her Navy possesses a showstopping tall ship such as this. Almost all of her South American neighbors have vessels of this caliber, as do most nations of Western Europe. Operated by navies or merchant marine academies, they serve the dual purpose of teaching young trainees the time-honored fundamentals of marlinespike seamanship, while also functioning as floating goodwill 'ambassadors' to every port they call at.

Unfortunately, it was a gray, chilly morning when we pulled away from San Francisco's Pier 35 at the start of our southbound voyage — hardly the sunny, picture-postcard weather one might have hoped for. Still, the dreary day didn't seem to dampen the excitement of the 140 officers, crewmen and cadets aboard. As we motorsailed out of the Bay with the ship's resident 12-piece salsa band blasting out spicy rhythms, sailors of every rank posed for snapshots with the mighty Golden Gate in the background.

The idea of being the only civilian on board initially left me feeling a bit self-conscious, but my angst was quickly dispelled as Captain Olmedo, Second Captain Vallejo and several other officers enthusiastically welcomed me aboard and encouraged me to explore the ship from stem to stern. With each new conversation I was reminded — having traveled in Ecuador many years ago — how warm,

welcoming, and full of life Ecuadorians can be. I don't know what the Spanish equivalent of *joie de vivre* is, but these folks definitely possess that quality.



Like generations of seamen before him, the sailing master pipes his orders to cadets via his bosun's whistle.

They embrace their naval activities with the utmost seriousness, but beneath the formal protocol there is a softer, more playful side. For example, whenever they're doing maintenance chores like polishing brass, scrubbing decks or repainting the bulwarks, the seductive sounds of salsa and meringue are broadcast across the decks via a built-in speaker system. Within the tall ship community, in fact, *Guayas* and several of her Latin American sisterships are renowned for their festive spirit and highly-energized dockside parties.

Not surprisingly, my new Ecuadorian friends were



COURTESY ESCUELA SUPERIOR NAVAL

had the breeze, I would have much preferred we were about to cross an ocean.

Normally, this writer would think twice before accepting an offer to spend three days in the Navy. But last month,

ALL PHOTOS LATITUDE / ANDY EXCEPT AS NOTED

— ABOARD ECUADOR'S GUAYAS

exceedingly proud of their ship — who wouldn't be? — and equally proud of their country. They eagerly told me about a variety of improvements and developments there since my mid-'70s visit. And, of course, they swelled with pride at the mention of the Galapagos Islands, the greatest prize of this primarily mountainous nation.

"You should come down and race in

*The seductive sounds
of salsa and meringue
are broadcast across
the decks.*

the Galapagos Cup," urged Amilcar, who avidly sails a Frers 40 when not at sea with *Guayas*. We had a pretty laughable conversation the first night with me trying to learn some key sailing terms in Spanish and him trying to learn the equivalent in English.

Perhaps the most hospitable of all my new 'mates', however, was Enrique Aristizobal, the head of instruction at Ecuador's Naval academy, who shared his tiny cabin with me despite the obvious inconvenience. Enrique explained

Teamwork is the name of the game. Raising the main is a process dependent on many strong bodies pulling in unison.

Regardless of the weather, whenever squaresails need to be unfurled or stowed, cadets go aloft to perform the precarious work.



that completing a sail training cruise aboard the *Guayas* is part of the required curriculum at the school — called the Escuela Superior Naval. After graduation cadets rise to the status of officers, but they certainly pay their dues during

THREE DAYS BEFORE THE MAST

these four-month voyages. While at sea they take classes and, when necessary, work from early morning until sunset, either doing maintenance chores or performing sailing tasks such as raising halyards, trimming sheets and stowing sails — sometimes while straddling yardarms as high as 150 feet off the water. Whether or not these young men become avid sailors after graduation, the skills they learn aboard *Guayas* — particularly, working together as a team — will undoubtedly serve them throughout their lives.

Balancing all the hard work, of course, is the fact that these sailors get to visit far-flung destinations that most of their countrymen can only dream about. As they looked ahead to their L.A. layover I was queried with dozens of questions like, "Which is more fun, Universal Studios or Disneyland?" and, "How many hours would it take us to drive to

Las Vegas?"

All that salt air and hard work builds hearty appetites. Fortunately,

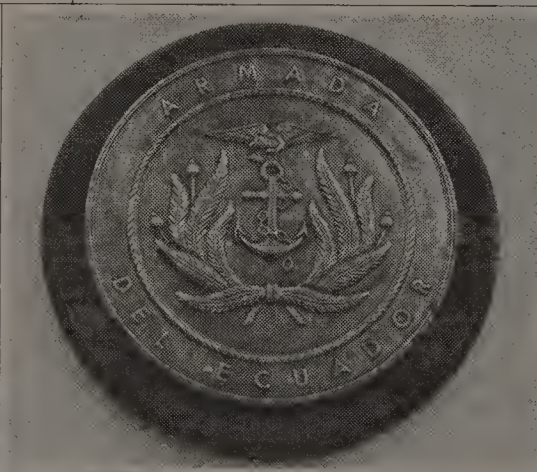
plentiful, and the conversation robust. From the captain right down to the low-ranking crewmen, all seemed genuinely concerned that I was enjoying my time aboard, and eager to discuss the simi-

Fifty feet above the water the view was spectacular, as the faint coastline peeked through the haze and whitecaps danced across the swells all the way to the horizon.

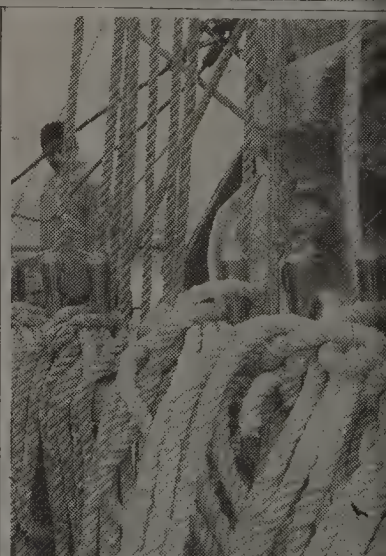
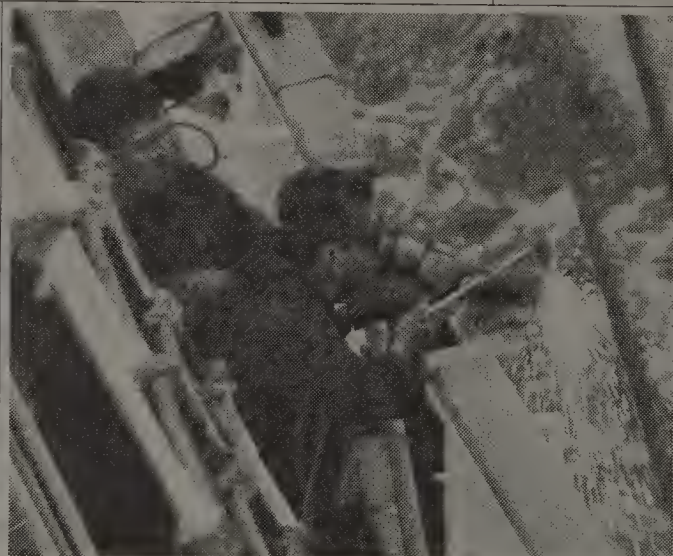
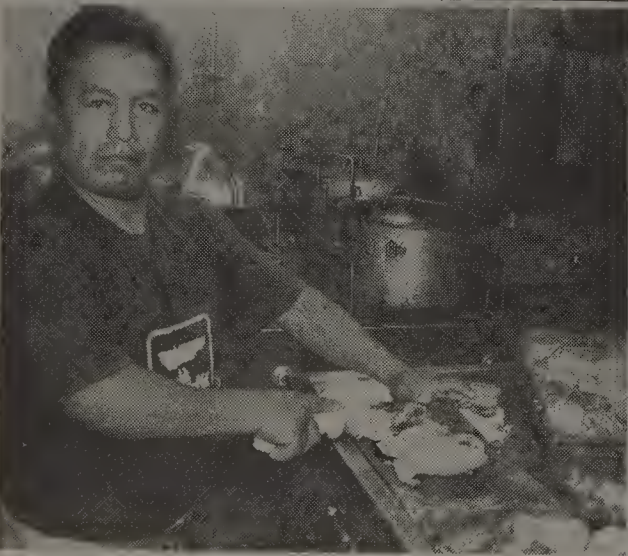
there is no shortage of food on board *Guayas*. During my short stay I visited the deck-level galley where a few industrious fellows churn out an amazing variety of dishes to four different dining areas. I had a chance to dine in three of them, and while the officers' mess was predictably more formal, with a fancier menu, the food was always varied and

larities and differences between our cultures.

Like a small self-sufficient city afloat, *Guayas* not only carries mountains of food, she also has a computer center where documents, flyers and invitations are produced, as well as a machine shop, a wood shop and a bustling little laundry to keep all those bright-white uni-



All in a day's work. Clockwise from upper left: The 'house' band is always ready for a fiesta; the Navy symbol, with its trademark condor; Captain Olmedo checks 'Guayas' position with a fellow officer; all bronze and brass is polished to perfection; preparing the four jibs; straddling a yardarm; steering from the teak wheelhouse; looking aloft; a spaghetti of lines on a pinrail; welders making repairs at sea; the head chef is a very busy man.



— ABOARD ECUADOR'S GUAYAS

forms immaculately clean.

Where do they get all the water? To find out, I paid a visit to the ship's cavernous engine room. There, shouting over a cacophony of motor and engine noises, a proud young sailor explained the workings of an enormous desalinization system which constantly produces fresh water, then ushered me through a maze of electrical generators, past banks of deep-cycle batteries, a waste disposal system and the massive 750 hp, 12-cylinder diesel which drives the 1,155-ton ship at 7.5 knots, via a massive single screw. That old workhorse will be replaced next year, when *Guayas* is scheduled for a major refit. She was launched at Bilbao, Spain, in 1975, shortly after her Colombian sistership, *Gloria*. Venezuela's *Simon Bolivar* and Mexico's *Cuauhtemoc* were built in the same yard a few years later. They are a bit longer,

but carry very similar sail plans. (*Cuauhtemoc* will visit San Francisco October 28 - November 2.)

With the wind blowing from well south of its normal angle, due to Mexico's Hurricane Elida, our first day at sea was unfortunately spent sailing *upwind* while traveling *south*. Captain Olmedo had to laugh at the irony, explaining that on the northbound trip several weeks earlier they'd bashed against ferocious headwinds for three days trying to advance along the Central Coast.

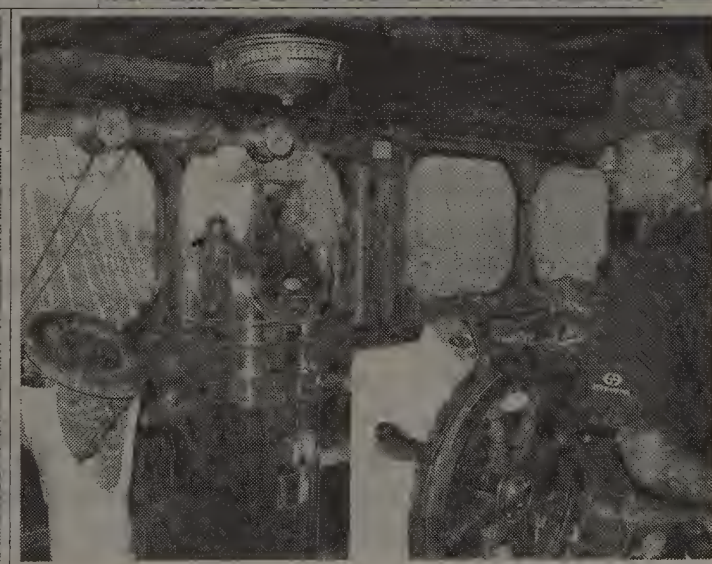
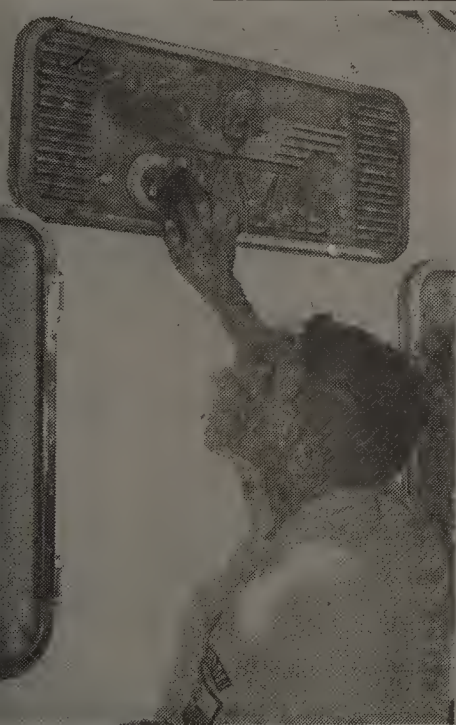
Our luck changed on the second afternoon, however. As we approached Point Arguello, the wind finally clocked to the northwest, allowing *Guayas* to set her squaresails. As whitecaps built around us, the old girl kicked up her heels and accelerated. Off our port beam

a gray whale surfaced and spouted several times as if to say, "Welcome to SoCal. You're lookin' good!"

As we locked in to the power of the wind and roared ahead, I slipped into a daydream, imagining that we were back in the days of the great China clippers, charging across an open ocean with all our rags flying in a desperate race to bring our cargo to market ahead of the competition.

Just about that time, Amilcar, the sailing master, asked, "Are you ready to go aloft?" I blinked back to the here and now, looked up at a dozen young sailors scampering up the ratlines and said, "Si. Como no? *Vamos!*"

Up we climbed — being exceedingly careful not to miss a step or a handhold. Fifty feet above the water the view was spectacular, as the faint coastline peeked through the haze and whitecaps danced



THREE DAYS BEFORE THE MAST

across the swells all the way to the horizon. Below, the well-scrubbed teak decks shined as if brand new, the varnished caprails glistened and the bronze belaying pins sparkled in the afternoon sun. On most boats that we sail aboard, this would be a 'masthead' view, but looking up I realized there was 100 feet of mainmast still towering above me. To climb all the way to the highest yardarm, it seemed to me, would require a strong heart and *cajones* of steel — even in a moderate breeze. I recalled being told that during an earlier cruise *Guayas* was caught running before the wind with all her squares set when the wind piped up to 45 knots. Luckily, all who went aloft to stow got back down safely.

The breeze held through most of the night, but by the time I came on deck for the 7 a.m. roll call, every sail had been perfectly stowed in anticipation of *Guayas*' imminent L.A. arrival. Throngs of Ecuadorians-in-residence as well as several officers' wives



As the ship arrives at San Pedro Harbor, the band plays salsa while cadets salute the crowd ashore from even the highest yardarms.

and the head of the Ecuadorian Navy, Vice Admiral Jorge Villacís, were expected to be waiting along the quay.

A short while later, as we entered the San Pedro Channel, cadets stood atop each of *Guayas*' 10 yardarms in a traditional "harbor salute" while the band churned out *picante* Latin melodies. A bright-red fireboat escorted us in, showering our route with great plumes of water. Freighters and tugs tooted their horns in approval and L.A. Maritime's schooner *Bill of Rights* sailed out to greet us with a volley of canon fire.

I was already a bit sad to be leaving *Guayas* so soon, but after we arrived at the quay an unexpected surprise got me a bit misty-eyed. After Ecuadorian friends and local dignitaries were welcomed aboard, the band launched into *The Star Spangled Banner* and, to my utter amazement, every cadet had memorized the lyrics — in English. If all navies behaved like this one, it would be a different world indeed.

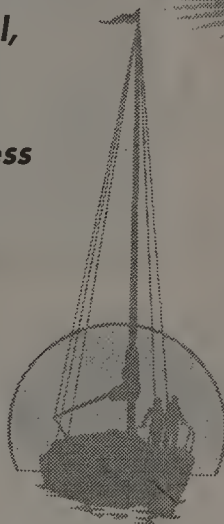
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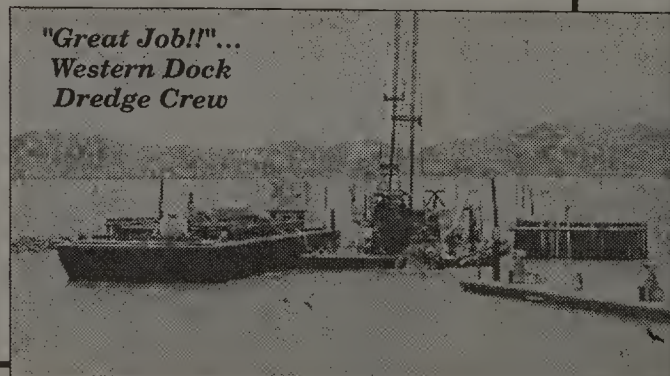
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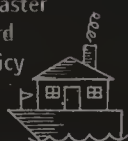
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THE DUMBEST THING

Judging by the avalanche of 'confessions' we received when we challenged our readers to share their most spectacular sailing screw-ups, we can only conclude that the practice of 'learning by blundering' is a valid teaching technique.

Still, the last thing most of us want to do when we make a mindless misjudgment is advertise it to the rest of the sailing world, so we applaud the humility and candor of those readers whose tales

what was too close for comfort. "Never, never, never again," I said to myself as I drank the last beer, shaking uncontrollably during a hasty retreat back to the marina. "What was I thinking?!!!"

I learned several things that day: It's important to tie proper knots, wear a PFD when soloing (especially when going

der the lifelines and bellyflopped into the water. Her husband motored on without a word. He steamed out of the cove and vanished around the point, leaving his wife on the mooring. Witnesses had to dinghy over and fetch her, loan her dry clothes and whatever else she needed, and deliver her to the ferry to Tiburon.

— Brooks Townes
formerly of Sausalito

"We found ourselves in a port-starboard conflict with a massive Baltic Trader as we approached the starting line."

of woe appear below. We, too, have made plenty of fabulous *faux pas* out on the water, yet each time we've learned a valuable lesson that was not soon forgotten. Hopefully you'll find the following tales to be as instructive as they are entertaining.

A Poorly-Conceived Idea

I was out on my 27-footer in the South Bay enjoying 12-knot breezes and 90° temperatures, when I decided to take a dip in the cool and inviting water. Being a novice to the sport, I was pleased to find that I could trim the jib just right and lash the tiller at just the right angle, so that she steered herself. What an excellent opportunity, I thought, to use my newly-acquired knot-tying skills. I would tie a long line to my swim ladder so I could hang on to it while the sailboat dragged me through the water.

I shed all my clothes except my trunks and gently lowered myself into the water (without a PFD, of course). But the minute I let go of the ladder I realized how strong the current can be when you're being dragged through the water with the main and jib fully deployed. Two things happened almost instantaneously: First, I was at the end of the line in what seemed like two seconds; and second, my trunks were stripped away from my torso in the same amount of time.

So there I was, naked, roaring through the water at 5 or 6 knots and I realized the knot at the ladder was slipping. My thoughts turned to, "What will my wife think when they find the boat, empty except for the empty beer cans, with my clothes lying on the cockpit floor — and my nude body washed up on shore."

I finally made it back to the ladder, pulling myself up to the slipping knot in

overboard for whatever reason), and stay aboard the boat!

— Jerry Minister
Bay Area

An Imminent Emergency

Once I was sailing in the Single-handed Guadeloupe Islands Race, and somewhere south of Catalina became very concerned about a flashing strobe light behind me. I called the Coasties to inform them of this emergency.

After a lengthy discussion, we (they) determined it was a . . . lighthouse. Ouch!

— Tim Schaaf
(former Cabo Marina harbormaster)
Casual Water, Hunter 33

Husband of the Year

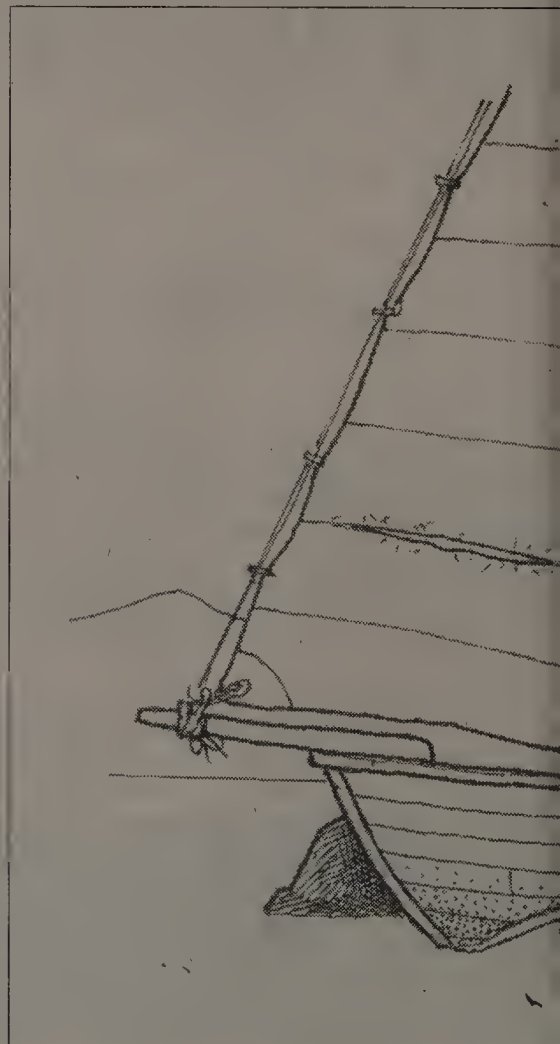
This tale went around Sausalito Yacht Harbor's Pier D in the early '90s, told by neighbors who swore they witnessed it while hanging out on the Hospital Cove moorings one balmy fall weekend:

A man and his wife motored into the cove in some kind of common fiberglass sloop, a Felony 35, say, and headed for an empty mooring buoy. As they approached the buoy, the wife went forward with the boathook, but the guy never slowed the boat. He steamed close by the mooring at about 5 knots, but the woman still managed to snag it. The boathook was promptly yanked out of her hands. The man turned the air blue, called his wife all sorts of names, and circled around for another go at it. This time, he had her lie down on the side deck amidships ready to grab the boathook and said, "Whatever she did, don't let go!"

Again, he never slowed the boat. Nonetheless, she managed to grab the boathook, which was still hooked in the mooring ball. She didn't let go. She was spun around, then slid off the deck un-

Testing the Right of Way

Years ago, while living in the British Virgin Islands, I decided that I would never learn to be a good sailor unless I took charge of our boat without my husband's help. So while he was away on a trip I invited several other girl-sailors to help me race our 25-ft sloop in Foxy's Wooden Boat Regatta. Turned out the other girls knew even less about sailing than I did, but we eventually made it to the starting line. Trouble was, our class was long gone and we found ourselves in a port-starboard conflict with a massive Baltic Trader as we approached the line.



— I EVER DID WHILE SAILING

"We're definitely on starboard tack," said one of the girls who had taken the helm. "I'm sure we have right of way." Finally realizing that the square-rigger wasn't about to alter course, I grabbed the tiller and tried to tack away, but our rigging had already become tangled in the huge ship's bow sprit. I'm sure none of us will ever forget the befuddled looks on the faces of the trader's crew or the lesson we learned that day about 'the law of tonnage'.

— Julie Turpin
Aphrodite, Ranger 33

Why They Call it a Boom

I'm not entirely sure I should tell everybody about this, but. . . Four of us were doing a wintertime delivery of a Santa Cruz 52 from San Diego to Santa Cruz. We left San Diego in the evening, and motored all night, then refueled in Catalina and continued on through the Channel Islands past Point Conception and on up the coast, motorsailing in a 15 to 20-knot southerly.

We were making good time, and since

we were motorsailing, I didn't watch the fuel consumption very closely. Once during the trip, the engine died due to clogged fuel filters, so when it died a second time just short of Point Piños at about 11 p.m., I assumed it was another clogged filter. I jumped down below, tore off my foul weather jacket/harness combo and lifejacket, pulled the cover off the engine compartment and went to work changing the filters. Afterwards though, I discovered that the fuel tank was dead dry.

The wind had gone very light, but I ran up on deck to try and get the boat sailing. Since we were pointed dead downwind in about 2 knots of breeze, I released the mainsheet and pushed the boom all the way out on the port side, then ran up to the foredeck along the starboard side, thinking I would set up for the gennaker. But realizing I'd left the sheets in the cockpit locker, I turned and headed aft again. Just as I trotted past the shrouds, the boat rolled to weather in a swell, and the boom swung from port to starboard, caught me full stride in the

face and batted me right out of the ol' ball park.

I hit the water head first and had so much adrenaline pumping, that I back-flipped underwater back toward the boat, sprung out of the water and grabbed a stanchion just aft of amidships. So there I was, in the dark, with a broken nose, bleeding, becalmed, out of fuel, near the rocks of Pt. Piños, in the middle of winter, with a huge swell running, and my

"I ran aground less than 100 feet off the dock."

friends and family on the boat probably thought I was dead.

— Pepe Parsons
former delivery captain

The Rube from Headquarters

When I was working for Sunsail, I went on a charter from Marsh Harbour, in the Abacos. Because I worked for the company, I thought I was pretty cool, and I breezed through the normally-thorough briefings. When I ran aground less than 100 feet off the dock, I was completely embarrassed, especially since the base staff said it was a new record!

What did I learn: 1) pay attention to the charter briefings; 2) everyone runs aground in the Abacos (I did two more times on that three-day trip); and 3) it doesn't hurt when you run aground slowly (fortunately).

— Scot West, Director
Sail America

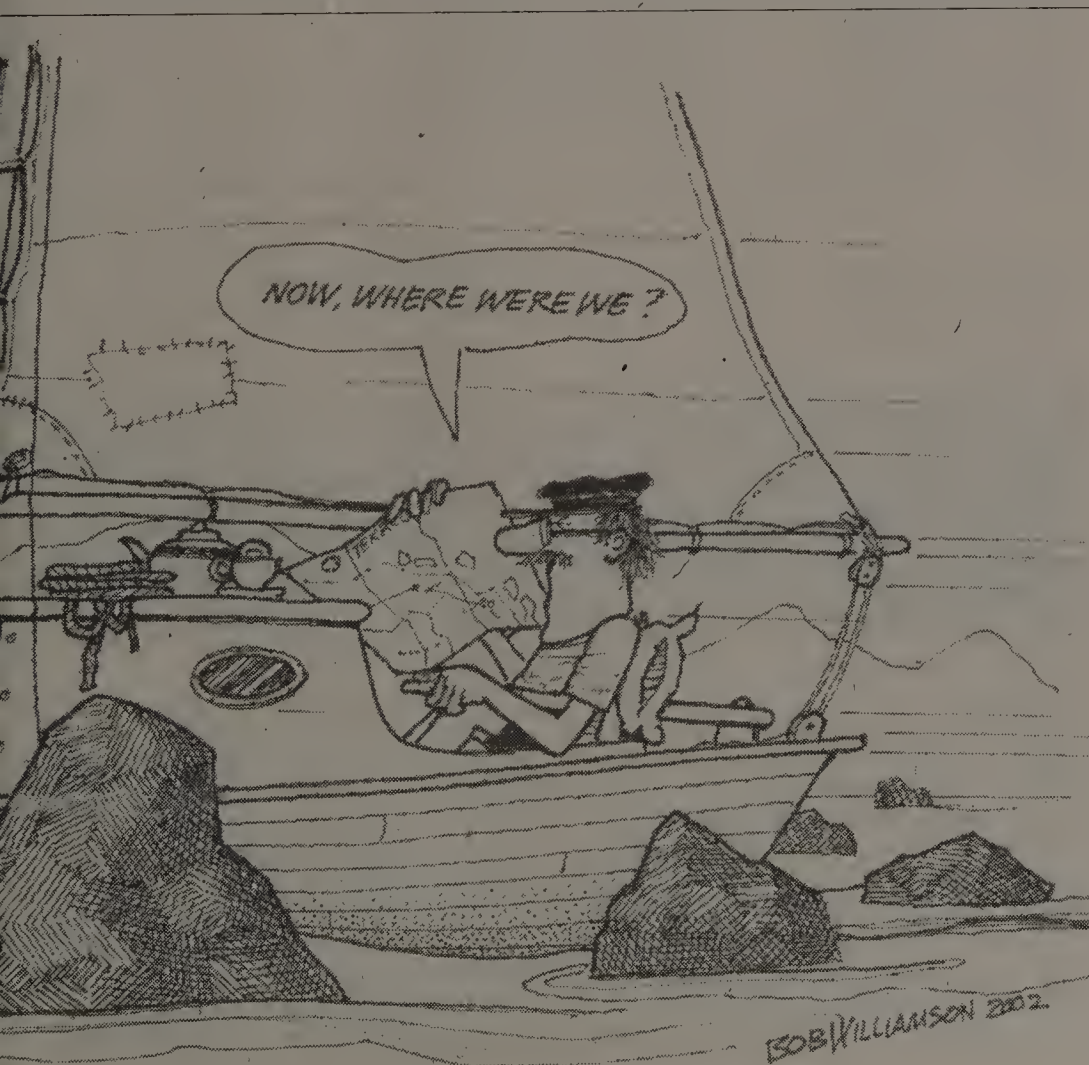
Beware of the Ebb

I was sailing a Newport 20 back to my slip in Alameda at the end of a great day on the Bay. The tide was ebbing but I wasn't paying much attention to that. I sailed under the Bay Bridge and right into the lee of the big central concrete bridge pier. The boat stopped dead in the water. Of course the water was ebbing and carrying my little boat right into the bridge pier. I never got my outboard into the water so fast! I finally started it just as I was about two inches from the bridge pier. Everyone survived without a scratch. Whew!

— Thom Rose
Bay Area

A Painful Partnership

I made the horrible mistake of getting into a boat partnership once with three



THE DUMBEST THING

married-with-children guys, and every time I went to use the boat there was shit in the head. If you think it's hard for adults to understand "pump the handle, turn the valve, pump the handle again, and don't put anything in it" try yelling those directions to a kid from behind the wheel as you're trying to keep from heeling too much and simultaneously holding a sliding plate of cheese and crackers with your foot.

We traded a perfectly good Olson 30 that required almost zero maintenance and had a bucket for a head for a Ranger 33 that had every type of broken system and leak you could name — including a toilet that actually electrocutes your feces as it pumps it through a mysterious blue box, then dumps it overboard through a series of (leaky) hoses. After two years, there's still a ton of work to be done.

— Mitch Perkins
Tiburon

Hungry Props

After a recent raft up in the Delta I was about half way back to the Bay when I first used reverse on the engines (I have two on *Perception*, a 45-ft catamaran). The port engine stopped with a clunk. Sure enough, I had not checked for wayward lines in the water and I had a mooring line wrapped on the prop while the other end was tight around the stern cleat. Dumb! We all do it, but this was my third time.

Using a bit of ingenuity, however, I cut the line, tied a second line to the line on the prop and tensioned it on a winch. A gentle touch of forward slackened the line. More tension, another touch and the line was able to be unwound using the winch. From what I can tell no harm was done since the wrap occurred when the speed was low. I expect that most wayward line incidents occur around the dock, involve mooring lines, sheets or other rigging where you have an end available. This solution has now worked twice for me. The third time is another story, but I found a hacksaw much better than any of the knives I had on the boat.

— Glenn Fagerlin
Perception, Kronos 45 catamaran

The Importance of Enunciation

I have had a lot of embarrassing moments, but the most memorable was the one I caused my son when he was a teenager.

There were two ladies that owned a boat on our dock. They did not mingle much with the other boaters, but I did

have a speaking acquaintance with one of them. Her name was Minerva, but she preferred to be called "Min." Her hair was cut in a flattop butch style and she wore a bomber jacket.

One morning we were on our boat when she rowed by with a friend, who also had a butch haircut and a bomber jacket. I didn't know the friend, but I waved and said "Good morning, Min." The color drained from my son's face and he said, "My God, Dad, those are not men, those are women."

— Ernie Copp
Long Beach

Galley Genius

This is on behalf of John Amen, currently one of the "EL Toro Gods" out of the Richmond YC. He has too much pride to admit this himself.

On about day 14 of our 16-day Pacific Cup crossing in 2000, John was doing the dishes in a bucket in the back of the cockpit. With the soap cycle complete, it was time to rinse. But what about all the silverware "hidden" in the soapy water?? You bet, over the side it all went. Nice job, John! Did sleep deprivation and toxic semen buildup have anything to do with the event? Quite possibly, but remember the boat he was sailing in was named *Diminished Capacity*. I rest my case!

— Ted Morgan
Seattle

A Comedy of Errors

Our first boat had the mast stepped at the keel, and removing stays or

was entangled in my bosun's chair and the fallen rigging, I called to my boat partner to throw me a line. I had to call out three times as he continued, in shock, to stare up at the place where I had been before my fall. Finally, in desperation, I called out "For God's sake, throw me a line!" (He was a clergyman.) Well, he did. He threw me an entire line, still perfectly coiled.

So, then, I had to save not only myself, but the line as well. I survived with no ill effects, having gained a little more boating wisdom.

— Carl H. Jordan
Berkeley

Drink Your Coffee First

I saw one of the funniest boating blunders ever in the mooring field at Gorda Sound, in the British Virgin Islands.

Early one morning we were sitting in the cockpit of our charter cat when we noticed a guy on the monohull moored next to us poke his head out of the companionway. He squinted at the bright, sunny day, fired up his engine, then disappeared below decks.

What he hadn't realized was that his boat was in gear. She began careening in circles around her mooring, straining against her tether like an angry bulldog. Despite our shouts and laughter, it took the guy at least 20 minutes to realize why the view through his salon ports kept changing. The little monohull was surrounded by half-million-dollar boats, but luckily, no damage was done, except to the skipper's ego.

— Ed.

Now I know that there is a very dangerous spot near the bow of a ship under way.

shrouds while at the top of the mast was no problem.

While at the top of our second boat's mast, I similarly disconnected the forestay. Oops! Unbeknownst to me at the time, this mast was hinged on top of the cabin, so the mast and I fell aft toward the water. Considering it inadvisable to complete my fall while straddling the mast, I got myself off to the side of the spar before completing my 30-foot belly flop.

Because of the impact, and because I

You'd Need an Entire Issue

There have been so many screw-ups, I hardly know where to begin!!! In 1983, while coming into the marina at Virgin Gorda, BVI, in a chartered Pearson 365, I made the approach to the slip just a tad too fast. Reverse did not work, and you would not have believed how hard we hit the end of the slip. Bystanders were running for their lives! Did I lose my customary aplomb? I am now known (affectionately, I hope) as Captain Tizzy!

— I EVER DID WHILE SAILING



From there, we owned the Express 27 *Locomotion*, and we did so many stupid things with that, you would need an entire issue to do it justice. The best, though, was chronicled in the March, 1989 (#141) issue of *Latitude*, in an article entitled *Come on Baby, do the Locomotion*. It told of us running aground in the Petaluma River and then proceeding to have the outboard motor fly out of, and then under, the boat. That is still a classic!!

— Ted Edward Morgan
Bellevue, WA

A Med-Tie Maniac

I was aboard my C&C 34 *Sarah* in Palma, Mallorca, stern-to the public quay when a guy on a brand new Beneteau decided it was time to 'park' his new boat. He sailed up alongside the quay with all sails up in 15 knots of breeze — and his engine running — and attempted to throw lines to some tourists on the quay. Needless to say, it was pandemonium when that darn boat would not stop, no

matter how much throttle he used. I guess he figured it was like parking his BMW.

— Fred Reynolds
Sarah, C&C 34
(currently in the Canary Islands)

Too Close for Comfort

It was early spring, and I was singlehanded my 36-footer across the slot toward Angel Island on my way to an overnight on one of the moorings at Ayala Cove. The day was calm and clear so I was motoring at about 5 knots under autopilot.

When I was a mile or so off Point Blunt, I saw two tugs approaching from directly behind me. They were only gaining by a knot or two so I went back to enjoying the ride. One tug veered off and slowed to a stop behind Point Blunt, and the other continued on course to pass very closely on my port side.

As the tug slowly gained on me, I saw a guy sitting in the sunshine on the bitts on the bow. He was about to pass per-

haps thirty feet off my port side — too close for comfort — and I was considering disengaging the autopilot when he remarked that they were waiting for a tanker that would be through the area in about a half-hour. I thanked him for the information. Since the tug was close enough that any miscalculation could cause a collision, I asked if he was going to miss me, gesturing toward the wheelhouse.

Just then, my boat started to turn toward the bow of the tug. The guy on the foredeck ran for the wheelhouse (I think he must have been on autopilot also). That is the last I saw of him because by the time I got my autopilot disengaged and my helm over, I was perpendicular to the tug's bow and looking up at a fender. He must have reached the throttle and transmission because as I passed in front of the tug it slowed enough that I missed by maybe five feet. I could have reached out and touched the steel. Damn!

What happened? My theory is that the bow wave of the tug built under my port quarter and swung me across the course of the tug. The thrust was more than my autopilot could compensate for, and it caught me by surprise. I am grateful to the tug operator for recognizing the

situation in time to prevent an accident because I had no idea what was happening.

I learned, once again, to give the big boys plenty of room — and now I know that there is a very dangerous spot near the bow of a ship under way.

— Anonymous

For Want of a Nail. . .

"For want of a nail, the shoe was lost. . ." Here's my 'lost nail' story: I spent much of Saturday cleaning and lubricating deck hardware using Dry Teflon on some and leaving them loose until they dried. But I eventually got tired and went home, realizing later that I had left out the fastpin which holds the anchor in its roller. Even if it falls, I rationalized, it won't be a problem, as the mooring is secure.

When I returned to the Santa Cruz Wharf the next day my heart stopped — the boat was not in the anchorage. Craning my neck, I looked along both sides of the wharf. Nothing. I ran to the Wharf

THE DUMBEST THING

Police office: no, they knew nothing of my boat. The Harbor Patrol told me the same thing, as did Coast Guard Monterey.

Rowing out to the now-empty mooring buoy, I saw that the mooring line was horribly frayed, implying that it had not been cut. I went to all nearby beach access points, looking for and asking about a beached boat. Nothing. I searched until I was exhausted, then quit for the day.

On Monday I went to the Watsonville airport and asked for help. "My plane is right outside," said a pilot. "Get in and let's have a look." I didn't tell him about my acrophobia — I can't look down from a ski lift — but I guess the adrenaline overrode it.

As we headed south to areas I could not reach by land the pilot spotted a beached boat: "Is that it down there?" After we circled her a second time I knew it was my 26-ft sailboat *El Viejo*. But there was a pickup parked next to it. Was she being plundered, I wondered? Just outside the surf line was a large, red inflatable.

Later, I found my way by car to the beach, through a sand and gravel plant,

somewhere south of the Salinas River mouth. Just then a Park Ranger drove up in a pickup. We verified that, yes, I had been in the circling plane and, yes, that red boat had been the Coast Guard. He gave me some things he had pulled out of the water — two gas tanks, cushions, etc. — then took me a mile up the beach to my boat.

The anchor was well set in the surf, holding the boat into the incoming tide. "I can't stop," said the ranger, "or I'll sink in the sand." Later he added, "But you have to get that boat off the beach — this is a restricted area." After failing to get help from the gravel company, I returned the next day in my 4WD Toyota pickup, but quickly realized it was no match for the soft sand. I walked up the windblown beach, passing my sink and then my stove lying in the sand, then found the boat — in two pieces. The hull was completely buried in the sand, with the deck visible in places, but the anchor still held.

I guess the missing pin had allowed the anchor to drop a few feet and chafe the mooring line until it separated. *El Viejo* then drifted away in the fog, un-

seen by wharf, harbor or Coast Guard personnel until it met its fate on a lonely beach — all because of a missing pin.

— Tom McCall
Los Gatos

How to Catapult Your Wife

One year while sailing my Hobie 16 in the Whiskeytown Regatta, I did not tighten the shackle on the forestay. We were going to the weather mark and my wife was on the trap when the shackle opened. The flying mast threw her like a slingshot.

— David Hammer
Blue Moon, Catalina 22
Trinity Lake

We'll close with that frightful image, but who knows, with the wealth of bonehead blunders that we and our readers have made, perhaps we'll crank out another installment of 'dumbest things' in an upcoming issue. Until then, keep your eyes open, your head down, and your mind alert. It's a treacherous world out there.

— latitude/aet

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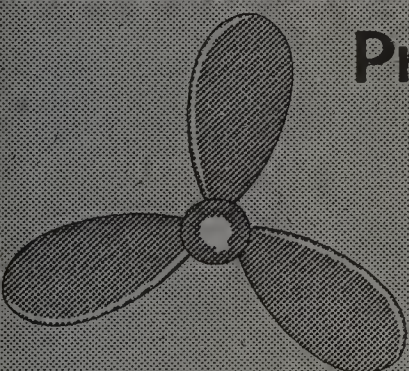
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NAUTICA 2002 STAR CLASS WORLDS

"All of us are lying in the gutter, but some of us are looking at the stars."

— Oscar Wilde, 1854-1900

The 81st Star Class World Championship, sponsored this year by global fashion giant Nautica International, was held at California YC between August 18-23. It was easily the most important regatta held on the West Coast this year, filled with pageantry and tradition, not to mention arguably the highest level of one design competition in the sailing world. The hardchined, deceptively simple 22-footer — designed in 1911 by Francis Sweisguth — continues to attract and intrigue elite sailors and, as evidenced by this regatta, the class is stronger than ever.

Twenty-six countries were represented among the 103 entries, and the fleet included the current top-ranked Star sailor, Jose Van Der Ploeg of Spain, and 11 past World Champions — Fredrik Loof ('01), Mark Reynolds ('00, '95), Eric Doyle ('99), Colin Beashel ('98), Alex Hagen ('97, '81), Ross MacDonald ('94), Joe Londrigan ('93), Torben Grael ('90), Alan Adler ('89), Paul Cayard ('88), and Bill Buchan ('85, '70, '61). Ed Adams ('87) was there in a coaching capacity for the U.S. Sailing Team. Even the spectator fleet was a who's who of sailing royalty, including the likes of Star Class legend Lowell North ('73, '60, '59, '57) and Vince Brun ('86).

With such a galaxy of world champions, Olympic medalists, America's Cup and Volvo campaigners in attendance, winning the Worlds wouldn't be easy. The odds of coming out on top were further compounded by the sheer size of the fleet (the sixth largest in history, with the '99 Worlds in Punta Ala, Italy, still topping the list at 129 boats) and the light, fickle winds and chop of Santa Monica Bay. The previous weekend's tune-up affair, the King of Spain Regatta, had been a crapshoot, with the relatively unknown Irish duo of Max Treacy and crew Anthony Shanks coming out on top of the 74-boat fleet.

The practice race on Saturday, August 17, was held in 3-9 knot zephyrs.

San Francisco sailor Steve Gould topped the fleet, though only 34 boats bothered to finish. The weather forecast for the six-race, one-throwout Worlds looked equally grim, causing the race committee to move the starting time from 1 p.m. to 2 p.m. for all races before the series had even begun. Winning the coveted Gold Star would require more than skill — patience and luck almost surely would be factors.

"If you finish every race in the top ten, you'll have a good chance to win," figured Mark Reynolds.

Sunday — Race One

George Szabo and crew Austin Sperry took the opener, racing the clock as much as the fleet to finish under the three-hour time limit. The young San Diego duo finished the five-legged (double windward-leeward with upwind finish), 10-mile drifter with just 3 minutes, 21 seconds to spare — thereby making the race a counter. Szabo, who works for Reynolds at Quantum Sails, beat his boss by 77 places — a good indication of the shifty and anemic (4-9 knots) wind conditions.

Finishing 2 minutes and 53 seconds behind Szabo — a massacre in this league — was Mark Mansfield (IRL), followed by Torben Grael (BRA), Paul-Ambroise Sevestre (FRA), and Reinhard Schmidt (GER). Paul Cayard and crew Hal Haenel were pleased to end up seventh — nine other former world champions finished in the 20s or worse!

Monday — Race Two

The sun and 8-10 knots of wind returned to Santa Monica Bay, and familiar faces reappeared on the podium. After two general recalls, Brazilian star Torben Grael and longtime crew Marcelo Ferreira

took the race with an 11-second margin over Bermuda's Peter Bromby. Rounding out the top five were Alan Adler (BRA), newcomer Iain Percy (GBR), and Mark Reynolds.

Grael was easy to spot in the otherwise indistinguishable fleet of white



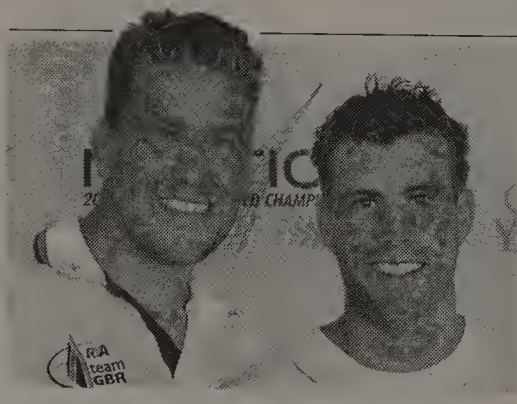
boats and white sails — his mainsail sported a wide red stripe with the Prada logo on it. Grael, a three-time Olympic medalist on a busman's holiday from his tactician duties with the Prada America's Cup Syndicate, looked anything but "incompetent" — widely-publicized words that Bill Koch probably wishes he never spoke to the *Boston Globe* on July 21.

After two races, Grael was way out front with a 3.1 record, followed by Xavier Rohart (FRA) with 14, Mark Mansfield with 15, Cayard with 16, and Szabo with 21.

Tuesday — Race Three

In the best sailing conditions yet (sunny and 9-15 knots), two new players emerged — England's Iain Percy and crew Steven Mitchell won the race, finishing 1 minute, 44 seconds ahead of France's Xavier Rohart and crew Yannick Adde. Both teams are young, physical and up-and-coming, and they obviously enjoyed the heavier air.

Third place would have gone to Alan Adler for the second day in a row, but he was penalized 21 places for being over early with the 'I' flag and 20% penalty flags flying in the fleet's third attempt at starting. Though he got off cleanly in the fourth (and final) start, Adler — and others including Eric Doyle and class president Riccardo Simoneschi of Italy — was still penalized for jumping the gun in the



Changing of the guard — 2002 Star World Champions Steven Mitchell (left) and Iain Percy.

— A STAR IS BORN



Stargazing — George Szabo (bow number A2) leads a minor constellation into the offset mark.

third start.

Cayard ended up fourth, his best finish, followed by Graef. At halftime, only three sailors — Graef (9 points), Rohart (16), and Cayard (20) — had managed all single-digit finishes, and they topped the leaderboard in that order. Percy and Szabo were running fourth and fifth, and the fleet was beginning to spread out behind them.

Wednesday — Race Four

Mark Reynolds and crew Magnus Liljedahl, who won the Star Olympic gold medal in Sydney two years ago, had struggled in the Worlds until now. They

Historic woodie — 'Poison Ivy', Star #25, was built in 1914. Despite being a sentimental favorite, this gorgeous boat came in a solid DFL.



returned to form in the 9-12 knot southwesterly, winning the fourth race by ten seconds over Colin Beashel. The English phenomenon, Iain Percy, was third, followed by the steadily-improving San Diego team of Rick Merriman/Bill Bennett, and Peter Bromby.

After the previous day's three general recall debacle, the race committee went straight to the 'I' flag — and the fleet finally got off the huge (1,000 yards) starting line without even an individual recall. While the right side of the course had consistently worked earlier in the week, this time it paid to go left, launching Reynolds and those who followed him. Reynolds and Liljedahl's win was a popular one — not only are they tremendously respected by their

Top family team — Brian Haines (left) crewed for dad Robbie in his first Star Worlds. Things went 'swimmingly', especially in race six.



peers, but because they had been sailing all week with a horrible distraction: Magnus' girlfriend, Olympic boardsailor Kimberly Birkenfeld, was still in a Greek hospital recovering from being run over by a powerboat.

After four races, only two sailors remained in single digits — Graef (3,1,5,9) and Cayard (7,9,4,8). The top five at this point were Graef (18 points), Percy (29), Cayard (28), Rohart (49), and Mansfield (58).

Thursday — Race Five

In a solid 12-knot southwesterly, the Bermuda team of Peter Bromby and crew Martin Siese led this race wire-to-wire, winning in a one-second photo-finish over Percy. Third went to Rohart, followed by the surging Howie Schiebler/Rick Peters team and Graef, who made a spectacular comeback from being 26th at the first mark.

With five races completed, the overall scores now included a throwout — which altered the podium picture. Suddenly, Percy led with a (19),4,1,3,2 record, four points ahead of Graef, whose formidable 3,1,5,(9),5 tally was ironically almost too consistent. In third, another five points back, was Rohart, with scores of 6,8,2,(33),3. Cayard, who finally fell out of single digits this race, was a distant fourth with a 7,9,4,8,(40) record. Pulling up to fifth after heaving his first race was Merriman, with a (53),7,8,4,15 string.

For Bromby, who was tied for sixth with Mansfield, it was too little too late — his (33),2,32,5,1 record was too erratic to hold up against the leaders. "This class is tougher than ever," he claimed. "There are a lot of young guys coming along, and the good old guys are still around."

With one race to go, the Worlds was

California YC was Star-struck for most of August. The little boats were everywhere, including in the swimming pool!



NAUTICA 2002 STAR CLASS WORLDS



Second place went to Brazilian veterans Marcelo Ferreira (left) and Torben Grael.



The young French team of Xavier Rohart (left) and Yannick Adde were third.



Fourth place, and top American team, went to Paul Cayard (left) and Hal Haenel.

coming down to a three-way showdown between Percy (10 points), Grael (14), and Rohart (19). Grael, who hadn't used his throwout yet, could afford to get aggressive — but not overly so. "It's different when you have three boats," he said. "If you fight with the first guy, the third boat's going to win."

Friday — Race Six

Percy, Grael and Rohart all started at the port end of the line, and did not engage in prestart activities. Seemingly oblivious to the pressure, Iain Percy and Steven Mitchell — ages 26 and 32, respectively — popped out ahead at the weather mark in the building 9-10 knot breeze, just enough for the crews to start droop hiking. Rohart rounded second, Grael was sixth. From there, Percy and Mitchell extended their lead, going on to win the race and the 2002 Star Worlds — the first Brits ever to ascend to this lofty throne.

Their brilliant (19), 4, 1, 3, 2, 1 record was hard-earned, achieved with their backs to the wall after squandering their throwout in the fluky first race. Remarkably, the talented duo hadn't even sailed Stars until ten months ago, though they had moved up the international ranks quickly to 17th going into the Worlds. Look for this youthful team to be a factor at the 2004 Athens Olympics, where Percy could well add another medal to the Finn Olympic Gold he won at the 2000 Sydney Games.

Finishing 41 seconds behind Percy in the sixth race were Colin Beashel, followed by 67-year-old class icon Bill Buchan and crew Mark Brink, Grael, and Cayard. Mark Reynolds' earlier observation notwithstanding, Grael had

to settle for second overall despite being the only sailor to stay in single digit finishes — 3, 1, 5, (9), 5, 4. Rohart ended up third, Cayard fourth, and Merriman fifth. The top five finishers all qualified their countries (England, Brazil, France, U.S.) for the Olympics, though each skipper must still win their respective Olympic Trials in order to actually go to Athens.

Full results, as well as excellent analysis and zillions of pictures, can be found at www.starworlds2002.com.

Like other great regattas, the whole was greater than the sum of the parts. It truly 'took a village', and congratulations are in order to everyone involved — the sailors, the Star class, the sponsors, and nearly 100 volunteers at Cal YC, who cheerfully turned their club over to this prestigious event for the better part of a month. In the end, even Mother Nature cooperated to make this a 'five star' event — one worthy of this enduring one design's 91-year legacy of excellence.

— *latitude/rkm*

Top Twenty — 1) Iain Percy/Steven Mitchell, GBR, 11 points; 2) Torben Grael/Marcelo Ferreira, BRA, 18; 3) Xavier Rohart/Yannick Adde, FRA, 29;

4) Paul Cayard/Hal Haenel, USA, 33; 5) Rick Merriman/Bill Bennett, USA, 46; 6) Peter Bromby/Martin Siese, BER, 49; 7) Colin Beashel/David Giles, AUS, 52; 8) Mark Mansfield/Killian Collins, IRL, 65; 9) Mark Reynolds/Magnus Liljedahl, USA, 67; 10) Howie Shiebler/Rick Peters, USA, 67; 11) Alan Adler/Richardo Ermel, BRA, 81; 12) Philippe Presti/Jean Philippe Saliou, FRA, 84; 13) George Szabo/Austin Sperry, USA, 88; 14) Fredrik Loof/Anders Ekstrom, SWE, 88; 15) Micheal Koch/Markus Koy, GER, 88; 16) Augie Diaz/Christian Finnsgard, USA, 97; 17) Nicklas Holm/Marint Leifelt, DEN, 99; 18) Gavin Brady/Rodney Keenan, NZL, 103.6; 19) Ross MacDonald/Eric Jespersen, CAN, 104; 20) Roberto Bermudez/Domingo Menrique, ESP, 109. (103 boats)

Other World Champions — 22) Alex Hagen/Carsten Witt; 24) Eric Doyle/Rodrigo Meireles; 28) Joe Londrigan/Jon VanderMolen; 39) Bill Buchan/Mark Brink.

Other Top Californians — 29) Jim Buckingham/Joel Kew; 30) Peter Vessella/Brian Fatih; 38) Gregg Morton/Gary Mitchell; 41) Mike Dorgan/Eric Weintraub; 45) Doug Smith/Martin Dalton; 46) Robbie & Brian Haines; 48) Rodney Hagebols/William Finlay; 57) Steve Gould/Jon Rogers.

Other sponsors — RB Zack and Associates, California YC, Bang and Olufsen, Samuel Adams Beer, Sea Wynde Pot Still Rum, Quantum Sails, North Sails, Domaine Danica Winery, Brophy Clark Cellars, Presidio Winery, Dry Creek Vineyard, Star Frozen Foods, pyacht.com.

Do the math — with a 1,000 yard starting line and 2-mile beats, being on the wrong side of a 5 or 10 degree shift insured a lousy finish.



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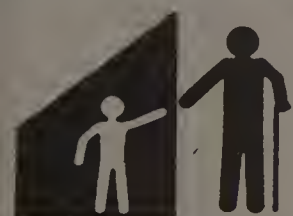
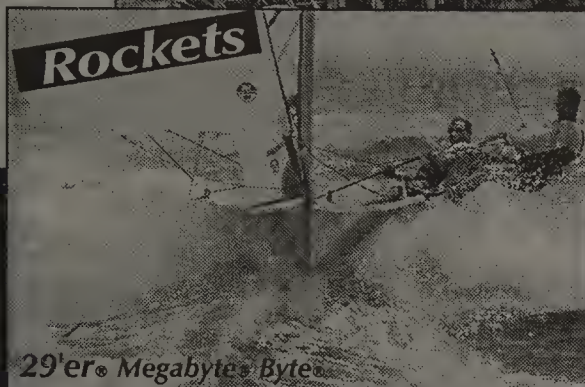
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BEYOND THE HORIZON

"It's the bananas!"

That was Signe's revelation after our second gear breakdown in an hour — a non-starting engine and a broken batten — still within sight of Puerto Vallarta. And *Raven* wasn't even sailing yet.

Every sailor knows you should never leave port on Friday, so we waited until Saturday. But it seems that carrying bananas is bad luck, too, and we had three bunches! A mere 2,800 miles to the Marquesas and we couldn't even get to Mile Zero. But after a couple of quick fixes, away we went, trying to ignore the omens.

Thus, with a whimper, started the adventure of a lifetime for the crew of *Raven*, and for most of the 2002 Puddle Jump fleet. By then, we were all pretty experienced with long-distance coastal cruising, but setting out on this ambitious crossing was a move up to the Cruiser Varsity.

For years we'd all been reading about the Coconut Milk Run and now it was our turn. Gulp. We hid the tensions well,

thought, but have we done enough? Are our skills good enough? Will we live through it? Little did we know how simply beautiful it would be.

Before heading west, the 2002 Puddle Jump Fleet of about 50 boats was concentrated largely in Puerto Vallarta, especially at Paradise Village, and La Cruz, with 'branch offices' in Zihuatanejo and La Paz. We were pretty loosely organized, as befits cruisers, but our Fleet Chairman, Clark Straw of *Final Straw*, was a dynamo, setting up meetings at Paradise Village to help us all get ready. We exchanged charts and guides, heard an excellent medical presentation by Nurse-Practitioner Mona Copelli of *Scheherazade*, and a diesel engine brief-



"The squall on the radar turned out to be *Fatu Hiva*, the most beautiful landfall we could imagine."

— Wilhelm

but most of us were worried about the Big Passage, easily the biggest undertaking of our lives. So much to do, we

Adorned with leis and wrapped in sarongs, the lovely ladies of the 2002 Pacific Puddle Jump Fleet look as if there was nothin' to it.

ing by "Teapot Tony" Baker, kept us all busy. Suzie Straw of *Final Straw* and Susan Levy of *C'est la Vie* published a comprehensive *Guide to Puddle Jumping 2002*.

This year's fleet continued the trend

toward larger boats. They ranged from 30 to 70 feet, with an average of about 44 feet. The data table on page 168 shows how different-sized boats fared in the crossing, and this year size really mattered. As you might expect, the larger the boat the shorter the passage time usually was, from 34-ft *Lev's* 28 days to 60-ft *Roxanne's* 13 days. Most boats were equipped with the major "mod cons" (modern conveniences), but only a few did not have items like watermakers, refrigeration and SSB. Of course, this doesn't mean all that gear actually *worked* all the time, as we'll see later.

Raven, our Deerfoot 64, departed PV on March 30 with four aboard. We (Jan and Signe Twardowski) left Gig Harbor, Washington in July 2000, and since then we've done two Baja Ha-Ha's and spent two glorious winters cruising Mexico. We're really glad to have had all that time — plus a 1999 cruise to Glacier Bay, Alaska — to shake down all the systems and gain experience with long-term cruising. Crewing for us were Mark Lindeman and Mike Hudson, sailor friends from Seattle whom we 'auditioned' in the 2001 Ha-Ha; they turned out to be such fun shipmates that we invited them on the Marquesas passage. The guys stood the watches on a 3-on-



— PUDDLE JUMP 2002 RECAP



ALL PHOTOS COURTESY RAVEN

As stunning in real life as they are in picture books, the Marquesas Islands have a primeval beauty. Inset: Jan holds displays the colors.

6-off schedule, and Signe signed up to do all the cooking. We all thought we had the best deal going.

Departing Paradise Village was very emotional, with friends bearing gifts and coming to the boat to say good-bye. People were waving and taking pictures from the jetty, and Sue Wolcott of *Kiapa* gave us flowers to toss into the water as we left. We have to admit to a few tears. (Well, for Signe it was a lot more than a few!) We were leaving behind a country that we had come to love and many dear friends.

Fifteen days and several adventures later, "Land Ho!" morphed into "Hinano!" as we coasted along the lush mountains of Hiva Oa into the harbor at Atuona, feeling proud of ourselves and vastly relieved. Yes, it was another emotional moment, made even more so by the thought of the first frosty Hinano, the signature beer of Polynesia.

What's it like out there? This is supposed to be that easy, classic, downwind bluewater passage to paradise. But is it? Well, for *Raven* and many others it was as advertised — mostly. For a few days north of the Equator, we had won-

derful sailing in 11 to 15 knots of wind and a smooth swell. It was like cruising the freeway in a '65 Coupe de Ville, with a suspension so soft you couldn't feel the road. We were also lucky in avoiding the usual light winds off Mexico. In fact, our first day turned out to be our best 24-hour run — we made 243 miles.

For a few days south of the line, though, it felt more like doing the Baja 1,000 in a badly sprung 4x4. We had swells from two directions at once bouncing us around. Other boats, like John and Ariana Flook's *By Chance*, had worse luck with weather and rougher seas south of the Equator. Several had to contend with more than 20 squalls in the ITCZ, with the usual pattern of rain and strong wind requiring

shortened sail, followed by slatting and banging around in the inevitable lull. Often crews could see the night squalls coming on radar and they could sometimes distinguish the wimpy ones from the nasties.

"I promised the Wind Goddess I'd never whine for more wind, only less . . ."
— Lynn Petty of *Roxanne*

One day faded into the next, with most of our time occupied by periods of watch-keeping and sleeping, punctuated by meals. Signe baked Mike the "ugliest birthday cake ever," but we were easily pleased and inhaled it anyway. We thought we'd read lots of books, but only managed to finish a few because so often there was something unique and beautiful to see.

Predictably, the doublehanded crews were in need of sleep most of the time. A few, like Dennis Holden on *Nancy Blackett*, hove-to once in a while for some serious sack time, but few of us felt confident enough to just let the boat sail along — or drift — by herself. Lots of us were simply bored much of the time, which, of course, is far better than the alternatives, and we looked forward to the next meal, especially on *Raven* with a great cook like Signe. She also acted

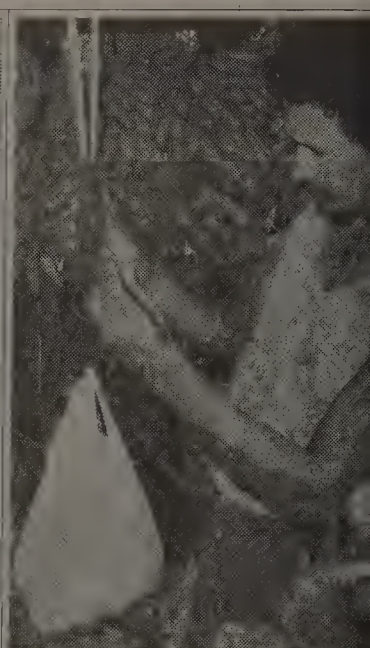
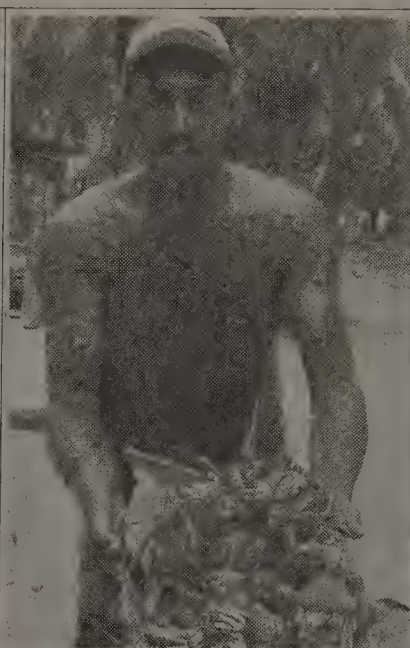
The manly men of the P.J. class of 2002. As we understand it, cries of "Land ho!" quickly morphed into "Hinano!"



BEYOND THE HORIZON

as our 'harness police', making sure we were always hooked on at night and when leaving the cockpit during the day-time.

One night, as Jan groggily came on watch at 3 a.m., Mike told him, "Oh, Jan, you've got a treat in store for you. I almost hate to go off watch." It was a warm, moonless night with just the right amount of wind from just the right direction. *Raven* flowed along at 9 knots under the solid dome of the Milky Way, with the Southern Cross just at its zenith. With Will, our autopilot, in charge and the main and reacher drawing well, there was little to do that night but admire the



Left to right: Etching scrimshaw; bounty of the sea; gotta have bananas; 'C'est la Vie' Susan with black pearls; Signe meets a local artist.

"Yes, it really was our most enjoyable passage ever."
— Duet

view overhead and listen to the whoosh of the waves. We played that old Crosby, Stills & Nash favorite *Southern Cross* with the slightest excuse — it's a must-have in the P.J. music library.

Every evening aboard *Raven*, Mike entertained us with a guitar concert as the sun sank and the Southern Cross rose, which was one of our great pleasures on the passage.

Nearing the Equator, to quote Robin Williams, "It's hot! Damn hot!!!" The wa-

ter temp rose to over 83°, all clothing but swimsuits was a distant memory, and everyone mainlined Gatorade to stay hydrated. We blessed our bimini, but still needed a short spray with the hose in the cockpit to cool off once in a while.

The 'Hunt for The Mysterious Smell' occupied us in the heat, and after three days we traced it to a deceased squid in a dorade vent. Even the sea life seems to vanish and it's "just the great big emptiness," as Carol Verriour on *Kirsten Jayne* put it.

Most crews celebrated the Equator crossing with cool libations and toasts to Neptune. Brad Hillebrandt and Laura Mooney on *Pura Vida* supplemented the libations with a food fight and then broke raw eggs over each other's back to make themselves official 'shellbacks'. A surprising number of folks dropped their sails and went for a swim, although all were glad to be harnessed in as their

boats slowly drifted onward. The *Nyathi* crew were the bravest in the fleet, as they celebrated the Equator crossing by shaving all their heads. The radio nets were thick with equator humor: *Duet* searching for a "southern hemisphere propeller-reversing sprocket" and *Kiapa* wanting a "head conversion kit" (for flushing with the opposite rotation).

Raven crossed The Line right at midnight on Day 11, and we stumbled sleepily from our berths to celebrate, dressed nattily in underpants and rumpled T-shirts. Pollywog Mike offered a tot of rum to King Neptune with an Ode to the Sea. Then Signe appeared — our own Aphrodite — in a lovely pink marabou crown and anointed each Pollywog in turn with her sparkly scepter, then gave each a big smooch and magically turned them into shellbacks. Another tot of rum all around and we trundled back to bed, except for Shellback Mark who had the midnight-to-3 a.m. watch.

Most boats never saw others in the fleet until landfall, but *Soya* had two meetings at sea: once with *Windshear*, when they exchanged gifts, and then again with *Gitana* on the Equator. The two boats hove-to side-by-side at the Equator, shared drinks with Neptune, exchanged gift packages, and had the obligatory water balloon fight. *Cardinal Sin* and *Scheherazade* met and exchanged gifts at 7°N, but some of the tosses missed. Somewhere out on the high seas, four full cans of Pepsi are looking for a home.

The Good Samaritan Award went to *Foxtrot*, a well-equipped custom Perry 70, whose crew insisted on backtracking 60 miles for a mid-ocean "re-watering" of *Cherokee Spirit*, which was having severe

CHARTS & GUIDES

For French Polynesia, the French paper charts are by far the best. Many are based on new surveys made during the 1980s and '90s and have all the new buoys, marks, and ranges that the U.S. charts and *Charlie's Charts* miss. One boat in our fleet had a full set and the fleet in PV organized a massive photocopying operation. For the Cooks and Tonga, the New Zealand charts seem to be best, while for Fiji you need both British Admiralty and Fiji national charts for full coverage.

Regarding electronic charts, the C-Map and MapMedia charts seem to be the most accurate, as they are based on recent charts, and they (usually) plot your GPS position in the right place. The MaxSea and Raytech programs both handle those chart sources (few others do). Maptech charts of the South Pacific are fine for plotting basic courses from island to island, but our position at anchor in Hiva Oa was off by more than a mile. We don't trust them for close-in navigation. Aboard *Raven*,

we used Nobeitec software with Maptech charts for passage navigation because of its ease of use, and MaxSea for access to the MapMedia French charts and to plot GRIB files. But for harbor entrances and lagoons we always use paper charts.

Charlie's Charts of Polynesia was by far the most common cruising guide used within the fleet and, although dated, it is still the standard reference. The *Lonely Planet* and *Moon* tourist guides in English are indispensable for all the island groups.

If you read French, a new guide called *Guide de Navigation et de la Tourisme de la Polynésie Française*, is a wonderful new addition, covering the Marquesas, Tuamotus, Austrais, Gambiers, and the Society Islands. Wonderful photography, too.

Tahiti and the French Society Islands by Marcia Davcock is comprehensive and excellent for navigating those islands, although a trifle dated as to shoreside facilities.

— PUDDLE JUMP RECAP



Nicholas reports their only serious crisis was when the plunger on their French press coffee-maker went overboard, but when it floated they jibed and recovered it in classic MOB fashion. Some things are truly indispensable.

Mike Hudson of *Raven* caught a small

tuna and a large short-billed spear-fish, which Mark Lindeman quickly turned into beautiful sushi and barbecued steaks. *Nyathi*, though, was the fleet fish-

sion: "Don't fish, it's too dangerous!"

Did anything break? Of course things broke. Just about any piece of gear you can think of was broken on one boat or another during this passage. Some boats, like *Pura Vida* and *Avventura*, thought their lists of things that *didn't* break were shorter. *Kazahaya* had a major rigging failure, and finally had to change their destination midway. They finally landed safely at Hilo.

Autopilots, autopilots, autopilots. And windvanes, too. That's what broke the most in our fleet and caused the greatest hardship when they did. At least a dozen boats suffered some sort of pilot or vane breakdown. Bob and Lesley Hazeldine of *North Road* had to hand steer for eleven full days when their Autohelm took a dive in mid-passage, and Rob and Natalie Sellin on *Wilhelm*

watermaker troubles. With a 150-foot hose strung between the two boats, Philo Hayward and Mike and Karen Cregan on *Cherokee Spirit* ran madly around filling tanks, jerry cans, and every other receptacle on their Cal 36. Then, for an encore, *Foxtrot* sent over three cases of bottled water and three servings of lasagna from the Luna y Sol restaurant in Puerto Vallarta!

The Rocket Sled Award went to the custom Wylie 60 *Roxanne*, which made her Galapagos to Gambiers passage at an average of 9.2 knots. Skipper Tom "I-don't-mind-a-little-storm" Petty related that on one 30-knot night he fell asleep in the cockpit with Lynn on watch. Three hours later, she shook him awake and cried, "We're doing 13.4 knots!" His first reaction was "Great job, Lynn!" and it took him a while to realize she wanted him to slow the sled down . . . a lot.

Nyathi made the crossing directly from San Diego in only 22 days, belying their 26-ft waterline. Skipper Leslie

ing champion, with 10 fish caught in 14 attempts. On the other hand, Simon and Katherine van Hagen on *Duet*, perhaps the most experienced bluewater crew in the fleet, caught a huge marlin, hauled it to the boat, realized their mistake, and were trying to figure out what to do when the fish kindly decided to let *them* go. Then the next day their "unbreakable" 180-pound-test fishing line broke with a loud *snap*. They were happy to miss seeing that monster. Katherine's conclu-

suffered the same fate for ten days, all the way from 6°N to Fatu Hiva. Everyone in the fleet is now vowing solemnly to install a second pilot, carry lots of spares, etc.

But *Avventura* was the poster child for what can go wrong. Three days out, Paul Zack and Mary Taylor had an electrical failure that knocked out their instruments, autopilot, and refrigeration. They had a Windex for wind direction, but a booby made love to it and knocked

"The worst thing was being wet for 24 days, and never getting a chance to dry things out."

— Gitana

WEATHER WISDOM

Before our fleet left, the big weather questions were: "Routing: Rhumb Line or West?" and "What about the dreaded ITCZ?"

The ITCZ is what we used to call the doldrums, but the acronym doesn't carry the older word's connotation of hot days spent drifting with zero wind. No, the big deal with the fast-moving ITCZ is the squalls that can bring winds of up to 30 or 40 knots.

Jimmy Cornell's *World Cruising Routes* recommends taking advantage of the northeast trades as long as possible, crossing the Equator at 132° W longitude, far to the west of the rhumb line, then heading south to Hiva Oa. That way, you cross the ITCZ at a place where it is usually narrower. "Usually" is the operative word, though, as many skippers who went that far west this year had days of squalls to contend with.

On *Raven*, we got lucky and spotted a big gap in the ITCZ by using our OCENS SeaStation, which captures weather images directly from NOAA sat-

ellites. Instead of black and white weather faxes, you get color-coded, infrared images that directly reveal areas of convection (meteo-jargon for towering clouds with lots of wind). This was the first time we really understood and appreciated the value of those infrared images. Our weather router missed the ITCZ gap entirely, so we headed directly for it and only saw one squall with maximum winds of 28 knots. SeaStation is a valuable piece of gear but unfortunately OCENS prices it at more than double the cost of a small radar. Hopefully at least one boat in future P.J. fleets will have it and be willing to share the info.

Simon van Hagen of *Duet*, with tens of thousands of sea miles behind him, recommends, "Wind is not remote-controlled by forecasters. What you see is what you get. Avoid overloading on unusable information and concentrate on sailing. Ignore waypoints and just tack downwind, keeping an eye on ITCZ and the next move to cross it. Tacking

every other day can't be that much of a problem."

Be sure to pass your General Ham License exam. It's worth the effort, for access to the ham radio nets, and especially the Winlink email system's extensive weather libraries. Several skippers learned to download GRIB-coded wind files via Winlink email, using MaxSea or Raytech software to display them. GRIBs show wind direction and speed forecasts for the specific areas you are interested in, a great advantage over the generalized forecasts ("There's a 1008 millibar low at . . .") that are so hard to relate to a sailboat's needs. Of course, the files come with major caveats as to accuracy, but we give them pretty good marks most of the time. Tom Petty of *Roxanne* says the GRIBs were "dead on" for his Galapagos-to-Gambiers passage. Check the Winlink file catalogs for GRIB info, and check out www.saildocs.com for another way to access them.

BEYOND THE HORIZON



Is there a pot of gold at the end of the rainbow? Probably not, but there really are places worthy of the name 'paradise'.

it off the masthead. Then they lost their newly-rebuilt raw water pump, a jib halyard parted, and then a big squall broke their boom in half. Along the way, they had a day-long medical emergency, which cost them two days' sailing. They won the Most Relieved on Reaching Hiva Oa Award. The ever-resourceful and helpful Biagio Maddaloni on *Li'l Gem* (in spite of a painful boiling-soup burn from the passage) worked for two days to splice *Avventura's* boom back together with locally-bought rusty angle iron . . . and it worked!

Aboard *Raven*, we had our share of breakdowns, including refrigeration that kept stopping, a bad freshwater pump, and two spinnaker/roacher halyards chafed almost through. But we really dodged a bullet when we found nearly all the oil had leaked out of the engine because of a bad gasket. Glad we did our usual pre-start engine checks. The best definition of cruising is "fixing your boat in exotic places," and mid-Pacific is as exotic as you can get.

By the time *Raven* left PV, half the fleet was already under way and the Puddle Jump SSB Net (organized by Clark Straw) was in full swing. Many boats also checked in daily to the Pacific Seafarers Net, efficiently run by a group of dedicated Ham radio operators in the U.S. When you don't see another boat for weeks at a time and start to doubt the very existence of dry land, hearing and talking to friends becomes an important daily ritual. We passed along our

wind and wave conditions, any weather forecasts we had received, and just general encouragement for anyone in need. Most boats had radio email aboard too, which has truly changed cruising. No longer are we out of touch with family and friends for weeks or months at a time.

"We saw dolphins leaping under the red ball of the setting sun, which hung beneath a flat black cloud."

— Cherokee Spirit

The radio nets became especially important to Bob and Lesley Hazeldine of *North Road* when they toasted their alternator early in the passage. Paul Zack from *Avventura* and Biaggio Maddaloni of *Li'l Gem*, each about a hundred miles from *North Road*, successfully used the SSB to coach the disabled boat's crew through the process of changing to a spare alternator. After a full day with Bob crammed into the tight engine space as the boat rolled in the equatorial heat, Lesley said it was like disarming an atomic bomb in the movies: "We only have twenty minutes to save Los Angeles! Do we cut the red wire or the blue one?!" The cruising community is, as we've often said, the best part of cruising.

crystal water and mind-blowing diving, and the Societies have both. The people of the outer islands are always warm and welcoming and, even in the metropolis of Papeete, most are full of smiles at a cruiser's attempted "Ia orana" (hello) or "Maururu" (thank you).

The thought to keep in mind is the beauty of it all, both on the passage and at the island destinations: sunsets and night skies at sea, lush green islands and water so clear you can see your anchor on the bottom, not to mention the beautiful, warm people of these islands. Yes, it certainly was worth it. We had the best sailing of our lives.

— jan & signe twardowski

As an addendum for future cruisers,

PUDDLE JUMP 2002 PASSAGE DATA

BOAT NAME	BOAT TYPE	DEPART PORT	DEPART DATE	LANDFALL MADE	TRIP MILES	# OF DAYS	MOTOR HOURS	EQUATOR CRSG	AVG SPEED	BEST BOA DAY	LGT
<i>Avventura</i>	Tayana 37	PV	27-Mar	Hiva Oa	3,000	25.4	51	132.5	4.9	146	37
<i>By Chance</i>	Passport 40	PV	3-Apr	Fatu Hiva	2,857	23	104	131	5.2	147	40
<i>C'est la Vie</i>	Catalina 47	PV	24-Mar	Hiva Oa	2,830	18	72	132.3	6.6	165	47
<i>Cardinal Sin</i>	Tartan 44	PV	30-Mar	Nuku Hiva	2,766	19	0	130.3	6.1	175	54
<i>Cherokee Spirit</i>	Cal 36	PV	1-May	Hiva Oa	2,911	27	239	133.6	4.5	143	38
<i>Different Worlds</i>	Valiant 40	Zihua	21-Mar	Mangareva	3,398	24.4	65	N/A	5.8	185	40
<i>Duet</i>	Custom 45	PV	16-Feb	Hiva Oa	2,841	16.92	3	127.3	7.0	180	45
<i>Final Straw</i>	Mason 54	PV	24-Mar	Hiva Oa	2,790	16.9	3	132	6.9	181	54
<i>Foxtrot</i>	Custom Perry 70	PV	2-May	Nuku Hiva	2,950	17.4	185	131.5	7.1	195	70
<i>Gitana</i>	Cheoy Lee 38	PV	12-Apr	Fatu Hiva	2,901	24.1	50	131	5.0	166	38
<i>Julia</i>	Stevens 50	PV	1-Apr	Fatu Hiva	2,955	20	35	128	6.2	173	50
<i>Kiapa</i>	Santa Cruz 52	PV	31-Mar	Hilo	2,805	16.25	17	N/A	7.2	220	52
<i>Kirsten Jayne</i>	Vagabond 42	Cabo	4-Mar	Fatu Hiva	2,950	21.7	20	128.7	5.7	175	42
<i>Lantana Camara</i>	Bowman 48	PV	25-Mar	Hiva Oa	2,794	21.2	42	130.4	5.5	164	48
<i>Lev</i>	Ocean 34	Zihua	21-Mar	Fatu Hiva	2,865	28.5	111	124	4.2	125	34
<i>Mahurangi</i>	Peterson 44	Cabo	8-Mar	Fatu Hiva	2,614	20	5	128	5.4	170	44
<i>Mithrandir</i>	Alden 54	Zihua	8-Mar	Fatu Hiva	2,865	18.6	50	125	6.3	174	54
<i>Mobislie</i>	Perry 58	PV	20-Mar	Hiva Oa	2,736	18	133	131.9	6.3	N/A	58
<i>Nootka Rose</i>	CS 36	PV	21-Mar	Hiva Oa	2,851	26.2	120	127.5	4.5	136	36
<i>North Road</i>	Beneteau 37.5	PV	27-Mar	Hiva Oa	2,800	20.9	3	131.8	5.6	158	37
<i>Onnetar</i>	JonMeri 40	PV	30-Mar	Nuku Hiva	2,838	20.4	2	131.6	5.8	164	40
<i>Oric Haicum</i>	Jeanneau 30	PV	21-Mar	Hiva Oa	2,970	20	18	130	6.2	190	30
<i>Priority III</i>	Spencer 46	PV	11-Mar	Hiva Oa	2,900	18.5	20	130	6.5	N/A	46
<i>Pura Vida</i>	Hylas 47	PV	8-Apr	Fatu Hiva	2,914	20.5	132	129.2	5.9	186	47
<i>Raven</i>	Sundeer 64	PV	30-Mar	Hiva Oa	2,846	15	122	128.6	7.9	243	64
<i>Reflections</i>	Esprit 37	Galap	14-Apr	Fatu Hiva	2,992	19.1	15	N/A	6.5	184	37
<i>Roxanne</i>	Wylie 60	Galap	1-May	Mangareva	2,885	13.1	64	N/A	9.2	264	60
<i>Saperlipopette</i>	Santa Cruz 52	PV	21-Mar	Nuku Hiva	2,800	16.4	30	130.7	7.1	200	52
<i>Soya</i>	Westisail 32	PV	11-Apr	Fatu Hiva	2,901	24.1	33	131	5.0	166	32
<i>White Hawk</i>	Grand Soleil 46	PV	7-Apr	Nuku Hiva	2,997	18.1	16	133	6.9	191	46
<i>Wilhelm</i>	Custom 44 Steel	PV	23-Mar	Fatu Hiva	2,800	22	128	131.5	5.3	150	44

— PUDDLE JUMP RECAP

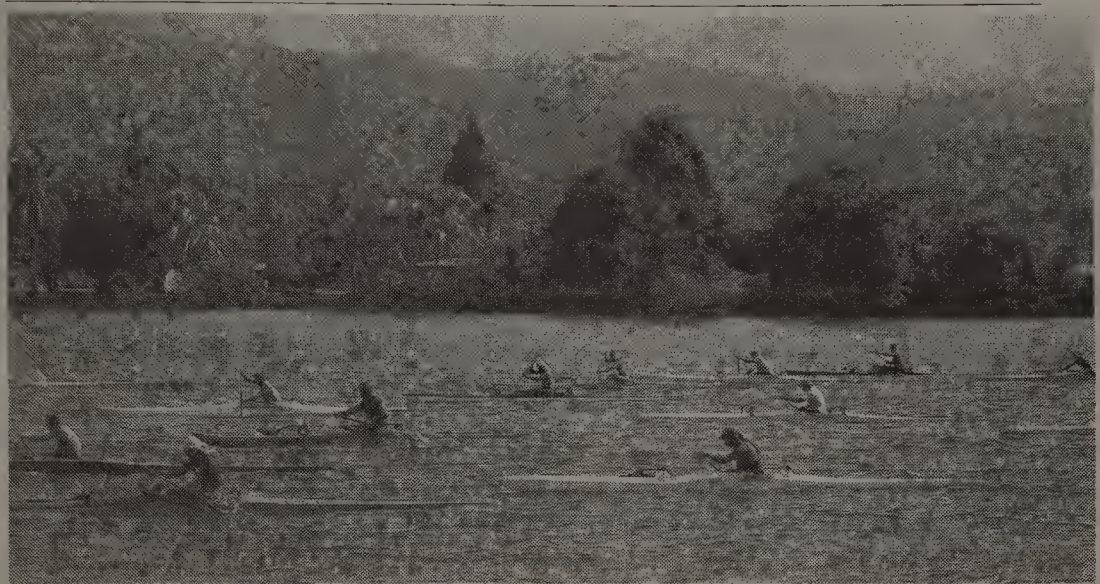
we offer the following notes and tips:

- For next year's fleet, Dick Markie of Paradise Village Marina has kept copies of all the handouts and information that the fleet of 2002 exchanged.

- Carry spare parts! When in doubt, leave out some food and add spares. Everyone finds enough to eat in the islands, but parts are scarce. You can't have too many spare parts for your key systems: engine, alternator, autopilot, fridge, pumps, etc. Learn how to fix the basics, too, because there are no boatyards at 5°N, 130°W.

- There are big changes afoot in the visa system for French Polynesia, and as of this writing it has not been settled. It may be that, in the future, cruisers with non-European Community passports will only be able to stay three months; no more visa extensions as in the past. (EU passport holders reportedly get six months automatically.) Some cruisers get extra time by flying from Papeete to Easter Island (highly recommended), NZ, or the US; when they return they receive a new visa for at least one month. Be sure to get up-to-date information before departing.

- Don't hurry to check in with the gen-



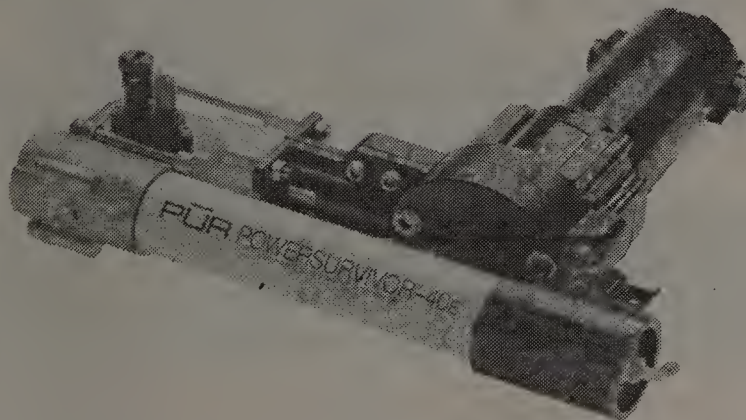
darmes in the Marquesas. Your visa starts the day you say you arrived, so a delay will extend your visa expiration date. The gendarmes, at least in the Marquesas, seem fairly relaxed about the whole process. They didn't seem to have the slightest interest in seeing our zarpe from Mexico, which we ran all over PV to obtain, nor any of our Mexican clearance papers.

- Consider stopping in Fatu Hiva or Hanamoenoa Bay on Tahuata first. The

Boat racing, Polynesian style. It's not the guy with the deepest pockets that wins the contest, but the one with strongest back.

gendarme at Fatu Hiva told several boats they could stay there for three days before going to Hiva Oa to formally check in. Others stayed even longer and were not bothered; no one we heard of got into trouble. Atuona's harbor is crowded, hot and rolly, but nearby Hanamoenoa is much calmer, with gin-clear water and a white sand beach, a far more pleasant

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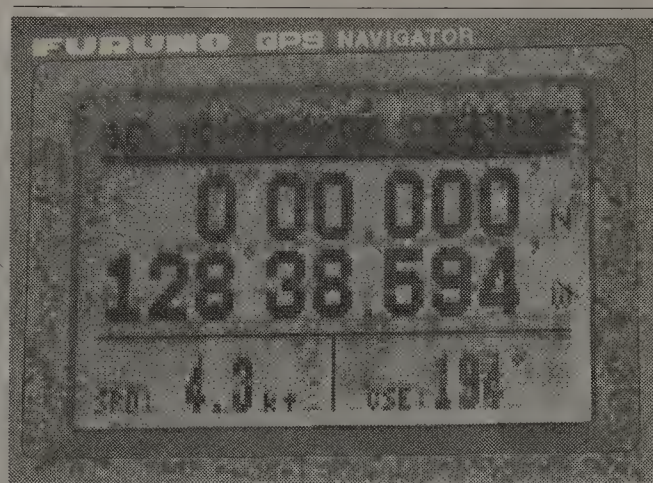
place to relax and catch up on sleep after a tiring passage.

- Take the Hiva Oa island tour in Pepe's Land Rover; he's the Seventh Day Adventist pastor and a real character. Be sure to ask him to do the Pig Dance for you.

- Bring earplugs, for better sleep at sea, and for the ubiquitous 4 a.m. roosters in the Marquesas and Tuamotus.

- The passes in the Tuamotus turned out to be easier than we novices expected. The French have installed lots of excellent, reliable markers and ranges, and the tidal currents turned out to be less than ferocious. It's best to navigate the lagoons only when the sun is high and behind you, but because of the new marks navigating those passes on cloudy days is a lot less dangerous. Only Tiputa pass in Rangiroa caused a few hearts to skip a beat, with eight-foot standing waves on the ebb.

- Get used to minimal fresh vegetables between Mexico and Papeete — fruits (not veggies) are plentiful and easy to trade for in the Marquesas (stock up!), but not



in the Tuamotus.

- Cruisers rarely visit the south or east coasts of Tahiti, but it's beautiful and rural there, well protected behind the barrier reef, and there are restaurants and markets in a few spots.

- ATMs in French Polynesia seem to work only with Visa cards, and a few machines (e.g., the one next to the Mobil station at Maeva Beach) dispensed no money but debited cruisers' bank accounts anyway. Cash and travelers checks may be better bets.

- Try to be in Papeete for Heiva, the big Polynesian festival that starts at the end of June with the Autonomy Day parade

and lasts a month. The dance contests in the stadium have the best of the best Polynesian dance groups, and the crafts show is a must. In the latter, for example, each of the Marquesan islands has a huge display of its carvers' distinctive wood and bone art, with prices that are comparable to those we saw in the islands.

- Yes, just about everything (except pearls) in French Polynesia is

expensive, but paradise doesn't come cheap. And you can still buy those wonderful French baguettes on every island for a mere 35¢. Even better, there is no tipping!

- For detailed practical help on cruising the Coconut Milk Run — passagemaking, provisioning, officialdom, island groups, etc. — check out the extensive and well-written guide by Ken and Cathy of Felicity, who were part of the fleet of 2001. It's available on their website at www.svfelicity.com.

- Also, for more of Raven's passage logs and photos, check our own website at www.ravencruise.com.



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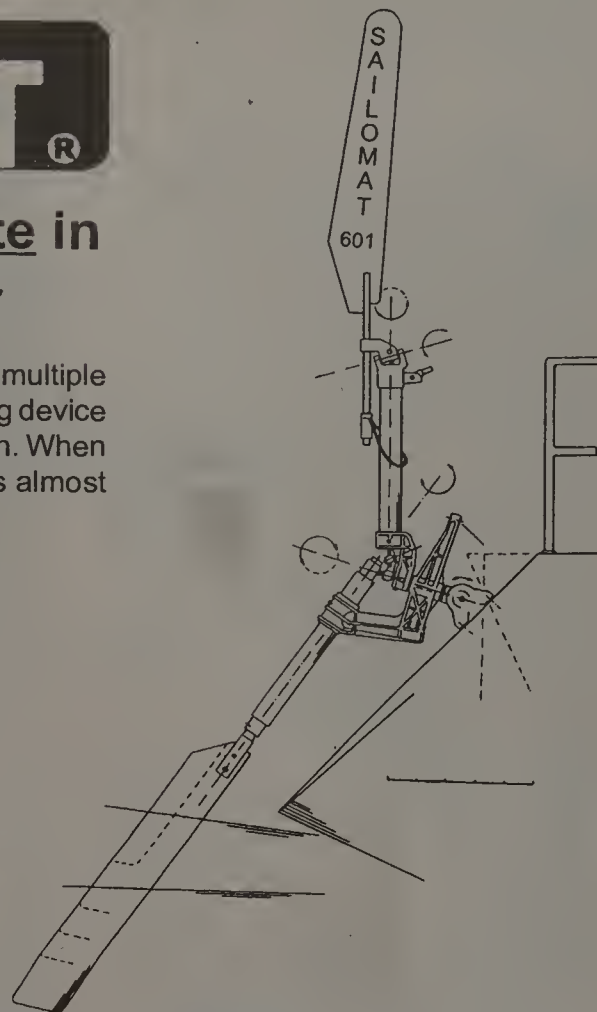
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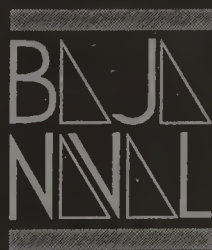


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AROUND ALONE

When the sixth Around Alone Race gets underway from New York Harbor on September 15, its most remarkable aspects from a local point of view are that two of the three Americans in the 14-boat fleet are Californians, and two of the boats were drawn by Bay Area designers and built on the West Coast. This marks the largest West Coast and the largest U.S. representation in this event's five runnings and 20-year history.

By now, most of you are probably familiar with at least one of those sailors, Alameda's Bruce Schwab. In numerous *Latitude* articles and updates in the last two years, we've detailed the design of his Open 60 *Ocean Planet* by Tom Wylie, its cold-molded construction at Steve Rander's Schooner Creek Boatworks in Oregon, its local shakedown's, and its eventual passage back to the East Coast. The former head rigger at Svendsen's Marine and his *Made In America* syndicate have gotten as far as they have solely through grassroots donations, a real testament to Bruce — and to the Bay Area's interest in fielding a world-class singlehanded campaign.

The other West Coast skipper is Marina del Rey's Brad Van Liew. Three years ago, Van Liew emerged from sailing obscurity to take third in Class II (50-footers) in the last Around Alone — and gain the respect of many competitors who nicknamed him 'Cowboy'. This time he's back with a newer 50-footer, a strong team, and title sponsor Tommy Hilfiger.

The other Bay Area connection is also sailing in the 50-ft Class II Division. That's Tim Kent's *Everest Horizontal*, a Jim Antrim design that started life in 1999 as the Alameda-based *Convergence*. She was built locally, too, right up the road at Jim Betts' shop in Truckee. Kent, the third American in Around Alone, is a Great Lakes sailor based in Milwaukee.

The remaining 11 sailors represent 9 different countries. Perhaps the most remarkable aspect of that is the dearth of French involvement — and new boats. Only 6 of the 14 entries were launched since 2000, and three of those are 40-footers.

Those who follow the world's globe-girdling races know Around Alone used to be the BOC Challenge, named for the British supplier of medical gases that sponsored the first four races in '82-83, '86-87, '90-91 and '94-95. When BOC dropped that sponsorship in '95, the race became Around Alone and ran under the auspices of Great Adventures, Ltd. in '98-



Californians Brad Van Liew (left) and Bruce Schwab will represent the West Coast in the upcoming Around Alone Race.

99. For this current running, the race was acquired by Clipper Ventures (the folks that put on the pay-as-you-go Clipper crewed round the world race), and is being run by British sailing legend Sir Robin Knox-Johnston, who, coincidentally, also chaired the first race in '82-83. Sir Robin had earlier achieved worldwide fame by winning the *Sunday Times* Golden Globe trophy in 1968, the non-stop round-the-world race which became the basis for both Around Alone and the world's other major singlehanded round-the-world race, the Vendée Globe.

The difference between Around Alone and the Vendée is that Around Alone is sailed in legs (five this time), while the Vendée is nonstop. Knox-Johnston answers the often-asked question of which is tougher this way:

"It depends on the outside influences and this means the competition. In a race where the boats have to make stops, they tend to sail harder as they know they can make repairs in the stopover. A boat going nonstop must pace itself, as any

breakage that requires repairs in port means withdrawal from the race."

In practical terms, both races cover the same basic route through the Atlantic and Southern Ocean, both are massive

tests of stamina and seamanship, and both traditionally experience staggering attrition (only 9 of 15 boats finished the last Around Alone; only 15 of 24 finished the last Vendée) — up to and including loss of boats and lives. The BOC/Around Alone has claimed two competitors — Jacques de Roux fell off his boat in the '86-87 race, and Harry Mitchell and his boat were lost without a trace in the '94-95 race.

The first three BOC/Around Alones started and ended in Newport, Rhode Island. The '94-95 and '98-99 races were based in Charleston. Clipper Ventures moved the start back to Newport for the upcoming race, then September 11 happened. Around Alone has now become part of a week of 9/11 commemoration in New York. So the Around Alone boats will compete in a crewed, non-counting, 160-nm feeder race that starts in Newport on September 12 and arrives the next day in New York. The Around Alone boats will then take part in the 'Sail For America' weekend, and then have their official start on a line between Ground

AROUND ALONE 2002-'03 ENTRIES

Skipper	Age	Country	Boat	Launched	Designer
CLASS I (60 feet)					
Simone Bianchetti	34	Italy	<i>Tiscali</i>	1998	Marc Lombard
Graham Dalton	50	N. Zealand	<i>Hexagon</i>	2002	Owen Clarke
Thierry Dubois	35	France	<i>Solitaire</i>	1994	Joubert/Nivelt
Patrick de Radigues	45	Belgium	<i>Garnier Belgium</i>	1996	Group Finot
Emma Richards	37	Grt. Britain	<i>Pindar</i>	1998	Group Finot
Bruce Schwab	42	USA	<i>Ocean Planet</i>	2000	Tom Wylie
Bernard Stamm	38	Switzerland	<i>Bobst Group — Armor Lux</i>	2000	Pierre Roland
CLASS II (40-50 feet)					
John Dennis	57	Canada	<i>Bayer Ascensia</i>	1994	Peter Ebbutt
Duncan Gladman	38	Canada	<i>Canada Challenge</i>	1994	Lyons/Martin
Derek Hatfield	49	Canada	<i>Spirit of Canada*</i>	2001	Bob Dresser
Tim Kent	50	USA	<i>Everest Horizontal</i>	1999	Jim Antrim
Alan Paris	37	Bermuda	<i>BTC Velocity*</i>	2001	Scott Jutson
Kojiro Shiralshi	34	Japan	<i>Spirit of Yukoh*</i>	2001	Group Finot
Brad Van Liew	33	USA	<i>Tommy Hilfiger Freedom America</i>	1997	Group Finot

* 40-ft boat. All others in Class II are 50 feet.

THE COURSE

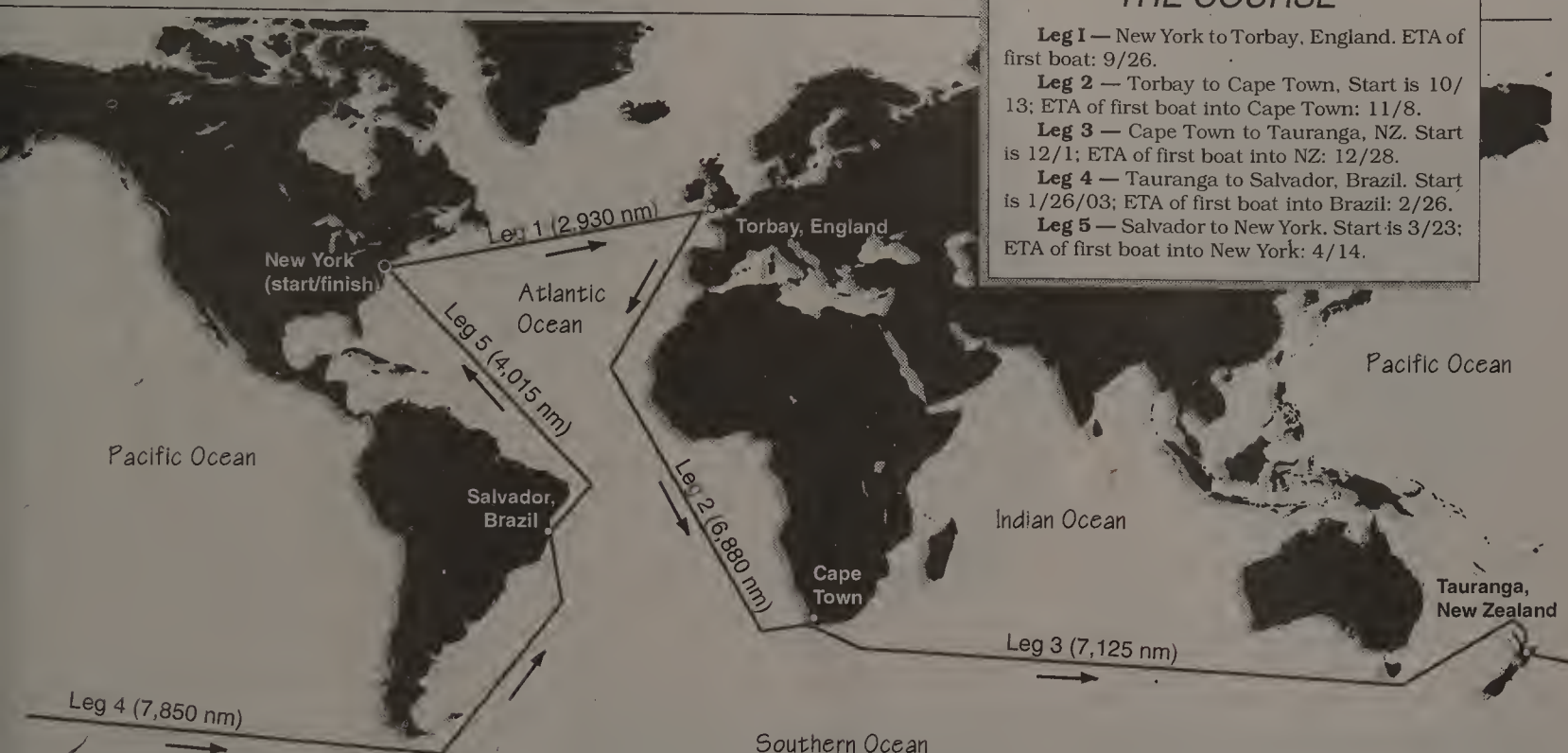
Leg 1 — New York to Torbay, England. ETA of first boat: 9/26.

Leg 2 — Torbay to Cape Town, Start is 10/13; ETA of first boat into Cape Town: 11/8.

Leg 3 — Cape Town to Tauranga, NZ. Start is 12/1; ETA of first boat into NZ: 12/28.

Leg 4 — Tauranga to Salvador, Brazil. Start is 1/26/03; ETA of first boat into Brazil: 2/26.

Leg 5 — Salvador to New York. Start is 3/23; ETA of first boat into New York: 4/14.



Zero and the Statue of Liberty.

Here's a quick look at each of the entries in alphabetical order:

CLASS I (60-footers)

Graham Dalton — Older brother of seven-time round-the-world racer Grant Dalton, Graham Dalton has assembled a first-class effort for his first race around the globe. With backing from HSBC, a London-based banking organization (which is also sponsoring an educational tie-in with schools called the *Global Education Challenge*), Dalton had the Owen Clarke Group design a "mach II" *Kingfisher*. The result is *Hexagon*, a boat very much like Ellen MacArthur's potent 60-footer, but faster in most conditions.

A dismasting in early August put this program behind schedule, but at this writing, Dalton is completing his combination delivery and qualifying sail across the Atlantic using *Kingfisher*'s borrowed mast. *Hexagon*'s spare mast will be fitted before the start of *Around Alone*. If he can keep that one in the boat, Dalton is definitely one of the contenders for overall honors. (www.grahamdalton.hsbc.com)

Simone Bianchetti — Perhaps the most experienced round the world sailor in this *Around Alone*, Italy's Simone Bianchetti, now 34, took part in the '94-95 BOC on the Open 50 *Town of Cervia*, but had to drop out during Leg 2 because of hull leaks. He honed his skills (and his commando physique, for which he is renowned), and came back to finish the '00-01 Vendée Globe on the Open 60

Aquarelle, 12th of 15 finishers. For *Around Alone* '02-03, Tiscali — Europe's largest Internet Communications company — has acquired the Lombard-designed Open 60 *Tiscali*, a 1998 boat that previously sailed as Catherine Chabaud's *Whirlpool*. (www.simonebianchetti.com)

Thierry Dubois — Dubois acquired Pierre Folleant's Open 60 *TBS* in 1994 and started the '96-97 Vendée Globe, only to hit a growler (small iceberg) and have to lay over in Cape Town for repairs, which disqualified him. He tried to finish anyway, but was capsized and abandoned the boat in the Indian Ocean. He returned to the Vendée in '00-01 with the Open 60 *Solidaires*, only to be foiled again by electrical problems. He nevertheless completed the race unofficially.

In the upcoming race, Dubois — who looks like Pierce Brosnan's better-looking younger brother — will race the same Joubert/Nivelt design for the same cause. 'Solidaires' refers to Amnesty International, and Dubois says his main objective in competing is to spread the message for human rights around the world. (www.nwt.fr/amnesty-loire-ocean/tduboisai/som.htm)

Patrick de Radigues — Ex-motorcycle racer de Radigues has one round-the-world race under his belt, having completed (though unofficially) the '96-97 Vendée Globe on the 60-ft *Full Immersion*. In 2000, he started the Vendée Globe on the Open 50 *La Libra Belgique*, only to fall and knock himself out the first week. Remarkably, both skipper and

boat washed up little the worse for wear on a Portuguese beach.

De Radigues' boat, *Garnier Belgium*, is probably better known than her skipper. As *Aquitaine Innovations*, this Finot-designed Open 60 sailed the last two Vendée Globes under Yves Parlier (who you may recall sleeved a broken mast by himself while at anchor off New Zealand). De Radigues and '98-99 *Around Alone* Class II winner Marc Thercelin actually got in something of a bidding war for the boat, both with the intention of doing this race. De Radigues won.

Emma Richards — Emma Richards is the only Brit, only woman and, at 27, the youngest competitor in this year's race. Though she broke into international sailing only four years ago, she has proved a good investment for title sponsor Pindar, a British media company — She won her class in the doublehanded Jacques Vabres (La Havre, France, to Cartagena, Colombia) in 1999, the doublehanded Round Britain and Ireland Race in 2000 (setting a new 'all female' record), and the singlehanded Europe 1 New Man Star Race (Plymouth, England to Rhode Island) in 2001. We wouldn't be surprised if she 'pulled an Ellen MacArthur' in this race and became famous.

Pindar is the former *Gartmore Investments*, a Finot design which fellow Brit Josh Hall sailed in the '98-99 *Around Alone* (dropping out after he was dismasted) and '00-01 Vendée Globe. (www.pindarocceanracing.com)

Bruce Schwab — Alameda's Bruce Schwab grew up on sailboats, has made

AROUND ALONE

his living as a rigger, and for the last two decades has been one of the most accomplished shorthanded sailors in Northern California. A bit more than two years ago, he teamed up with designer Tom Wylie and supporters to form the *Made In America* syndicate. Their goal: put the first American skipper and Open 60 in almost a decade into international competition. (The last American to race in this class was Steve Pettengill who took second on *Hunter's Child* in the '94-95 race; the last American to win a Division was Mike Plant, who took Class II honors in the '86-'87 race on the 50-ft *Airco Distributor*). The fruits of their labor — and the donations of hundreds of grass-roots supporters — is the Wylie-designed *Ocean Planet*, which sports Around Alone's most unusual rig — an unstayed carbon fiber mast. At this writing, the project was still shy of full funding, but Schwab vows he's going, funded or not. (www.oceanplanet.org)

Bernard Stamm — Stamm achieved sailing fame overnight when he dropped out of the 2000 Vendée Globe (after his autopilot failed) and decided to appease his sponsors by attempting a west-east Atlantic record run. Call it luck or call it fate, he got ideal conditions and slashed across the ocean to set two new records — 8 days, 20 hours from New York to England, and 462 miles in 24 hours, the all-time monohull record (since broken).

At least as amazing as his sailing feats is the fact that Stamm and some friends built *Bobst Group* — *Armor Lux* themselves. For Around Alone, the boat has gone through substantial upgrading, testing and refits. With more time in his boat — and more intimate knowledge of it — than any competitor, we have to think the dashing good-looking Stamm could well be the MVP of this class — and race. (www.bernard-stamm.com)

CLASS II (40-50 footers)

John Dennis — At 57, Canadian John Dennis is the 'old man' of the '02-'03 Around Alone Race. He is also the first skipper with diabetes to compete in this grueling event. In one of those interesting turns of fate, Dennis secured primary sponsorship for Around Alone from the Bayer Diabetes Foundation. His race aboard *Bayer Ascensia* (launched in 1994 as Brian Hancock's *Great Circle*) will not only achieve a lifelong dream, but will encourage others with diabetes to achieve their dreams, as well. (www.boldstatement.tv)

Duncan Gladman — Canada's Dun-

can Gladman is sailing perhaps the "most veteran" boat in this year's Around Alone. In the '94-95 BOC, Australian Alan Nebauer completed the race in the then-new boat, named *Newcastle Australia*. In the '98-99 race, she raced to third place as Brad Van Liew's *Balance Bar*. Now, as *Canada Challenge*, she'll be heading around the world again.

Gladman has been hooked on solo sailing since he guided his father's boat to a solo victory when he was 16. He hopes his diverse sailing background — everything from helm and tactics at grand prix events to top finishes at windsurfing Pro-Am events — will stand him in good stead for his first major offshore solo adventure. (www.canadachallenge.com)

Derek Hatfield — Though launched just last September, Hatfield's 40-ft *Spirit of Canada* boat and syndicate have been building and evolving since 1998. One of Canada's most seasoned offshore sailors, Hatfield's accomplishments include a second in the '97 Bermuda One-Two, an overall win in the '96 Legend Cup TransAtlantic Race, and seventh in the '96 Europe One Singlehanded TransAtlantic Race. When it comes to shorthanded offshore experience and preparation, you could say Hatfield is the, ahem, real McCoy. He should do well. (www.spiritofcanada.net)

Tim Kent — Kent has sailed for 40 of his 50 years, both around the Great Lakes and offshore. Like several other teams, his project is a grassroots one, put together and largely supported by friends and other Great Lakes sailors. Kent is the spark plug that created the syndicate and holds it together. "It's been my goal to sail around the world since I read about Slocum and Chichester. The stars are now aligned to make the dream reality." (www.everesthorizontal.com)

Alan Paris — Bermuda's Alan Paris discovered solo offshore sailing a decade ago and has since racked up more than 10,000 offshore miles — most of them aboard his 1993 J/105 *Learning to Fly*, on which he won overall first place in Class II in the '95 Bermuda One-Two (singlehanded from Newport, RI to Bermuda, doublehanded back). For Around Alone, he's sailing the new 40-ft *BTC Velocity*, designed by Australian Scott Jutson (who drew David Adams' 50-footer *True Blue* for the '94-95 BOC). He could well be the top 40-footer in Class II. (no website)

Kojiro Shiraishi — There has been one Japanese entry in almost every

BOC/Around Alone, and 34-year-old Shiraishi continues the tradition. In a sense, Shiraishi 'grew up' around this race, meeting '82-83 Class II winner Yukoh Tada not long after that race and serving as his assistant during preparations for Tada's participation in the '90-91 BOC. On his own merits, Shiraishi sailed around the world in '93-94 to become, at 26, the then-youngest circumnavigator. With a new 40 footer from Finot, keep an eye on this guy. (www.jp.real.com/kojiro)

Brad Van Liew — A former professional pilot who ran his own aircraft management and charter business in Santa Monica, 'the cowboy' is back with a new 'bronc' and perhaps this race's most colorful sponsor. *Tommy Hilfiger Freedom America* is the boat Mike Garside sailed as *Magellan Alpha* in the last Around Alone. Though five years old, this Finot design is still considered one of the fastest Open-50s around, and — with the help of Southern California designer Alan Andrews — Van Liew has optimized the boat for its next round-the-world sprint. Not to put any undue pressure on him, but we think the big news will be if he doesn't win this class convincingly. (www.oceanracing.org).

If you've made it this far, you may be asking yourself the same question we did: Where's the glam-fest of international sailing stars?

Well, one of the places they are is getting ready for the trans-Atlantic Route du Rhum in November. The RDR is not only quicker and cheaper, but probably offers a better return on the sponsor dollar, at least in Europe. (At one point, it was hoped Around Alone could incorporate the Route du Rhum as one of its race legs, but that plan never got much past the talking stage.)

Another sad truth is that, in the great scheme of things, Around Alone is not the big deal it once was. For better or worse, the Vendée Globe, with its European start/finish and nonstop venue has 'upped the ante', and that starting line is where you'll find the Mike Goldings, Ellen MacArthurs and Michel Desjoyeaux in the fall of 2003.

Fair or not, the Vendée Globe has inherited the title 'Everest of sailing.' But even if Around Alone has to settle for K2 status, it's still going to be a hell of a ride. We'll have regular updates. In the meantime, follow it at www.aroundalone.com.

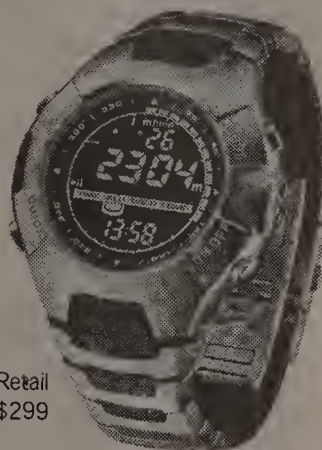
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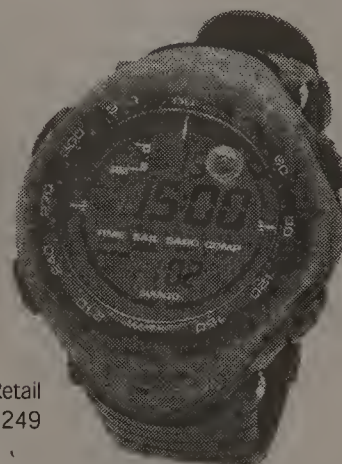


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BAJA HA-HA IX PREVIEW, PART I

Autumn is upon us, a season synonymous with days getting shorter, kids going back to school, leaves changing color and — you guessed it — the start of the annual Baja Ha-Ha cruisers' rally.

The 760-mile run from San Diego to Cabo San Lucas follows the same itinerary as in years past, with stops at Turtle Bay and Bahia Santa Maria, but the front end will be a bit different. The day after the always-spirited pre-Halloween costume party at Cabrillo Isle Marina, the slower boats will get a head start (11 a.m. October 28), with the big boys following 24 hours later.

At this writing, entries are still trickling in daily to 'Ha-Ha World Headquarters', as many stragglers finally bite the bullet and commit to heading offshore for adventures unknown.

As always, the fleet is comprised of sailors from many walks of life, from doctors and dotcom dropouts to salt-of-the-earth tradesmen and at least one pre-school teacher. The boats they sail on are equally varied: from a 30-year-old 29-ft sloop to a sexy aluminum 74-ft

Northwest. "Alaya is our dream boat," say Vince and Jan, "and we have spent the last three years refitting her for blue water passagemaking." They have both sailed for many years, but the recent trip south to San Diego was Jan's first offshore foray. She loved it, but she and Vince are both glad they had such a bulletproof boat, because at several times they weathered "wild seas" along the Oregon and central California coasts.

They look forward to "experiencing the Mexican culture" and hope to offer their services on some community service projects.

Allegria — Cal 39

Gene & Susan Scott, Sacramento

Every entrant comes up with a rationale for doing the Ha-Ha, but Susan's is a classic. Having gone back to school to pursue a career in biotech, she has just completed her PhD in molecular genetics. Gene, who works as a healthcare management consultant, also holds a PhD — offsetting the common misperception that all sailors are mindless bums.

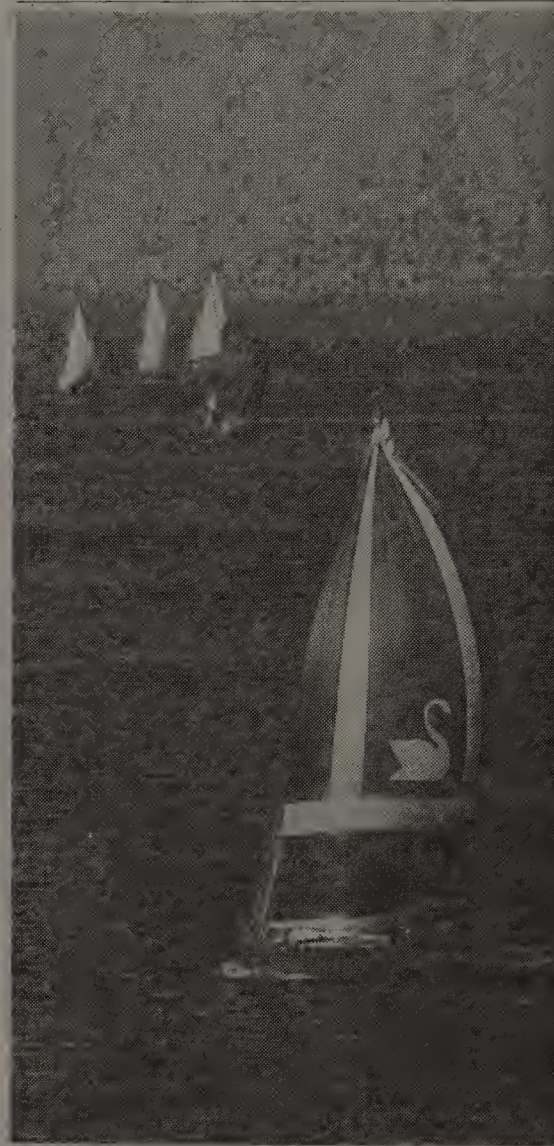
They are both veterans of the Mexico cruising scene, having explored the Sea of Cortez during the winter of '96-'97. This time, they'll spend a few months rediscovering the region before returning to their respective careers. Brian Lewis and Marlene Benke will crew to the Cape.

Antipodes — Wauquiez 47

Mike & Chris Brown, Reno

We had a great time reading the bio info that Mike and Chris sent in. During their many years together — since meeting in a jujitsu class back in the early '70s — they've had the typical struggles of active working parents, while working hard and also playing hard. "We were going about a million miles an hour with the 'fun meter' stuck on zero," they explain. Then, when they accompanied friends on a charter to the BVI, the cruising bug got hold of them. A few years later they bought *Antipodes*, then took her on a shakedown cruise to Mexico in '99.

Now retired from careers as a fire battalion chief and a computer programmer respectively, Mike and Chris have an open-ended itinerary. They explain, "We will be using the Ha-Ha to signify our entry into full-fledged boat bumship." And now, they claim, "The fun meter is climbing all the time."



Apsara — Tartan 3700

Rae Lyn Burke & Regis Kelly San Francisco

"Crewing on Colin Banks' 34-ft Crealock Wassail in the 2001 Baja Ha-Ha was one of the most enjoyable experiences that we have had together. We can't wait to do the Ha-Ha again — this time in our own boat."

Both Rae Lyn and Regis are longtime

Regis and Rae Lyn of 'Apsara' have been seduced by the cruising lifestyle.



If any cruiser kids need help with homework, Gene or Susan of 'Allegria' might be able to help.

cutter. Each one, however, will take their crews to the same glorious tropical landfalls, where they can finally unwind, breathe deep and ponder the inevitable question: Where to next?

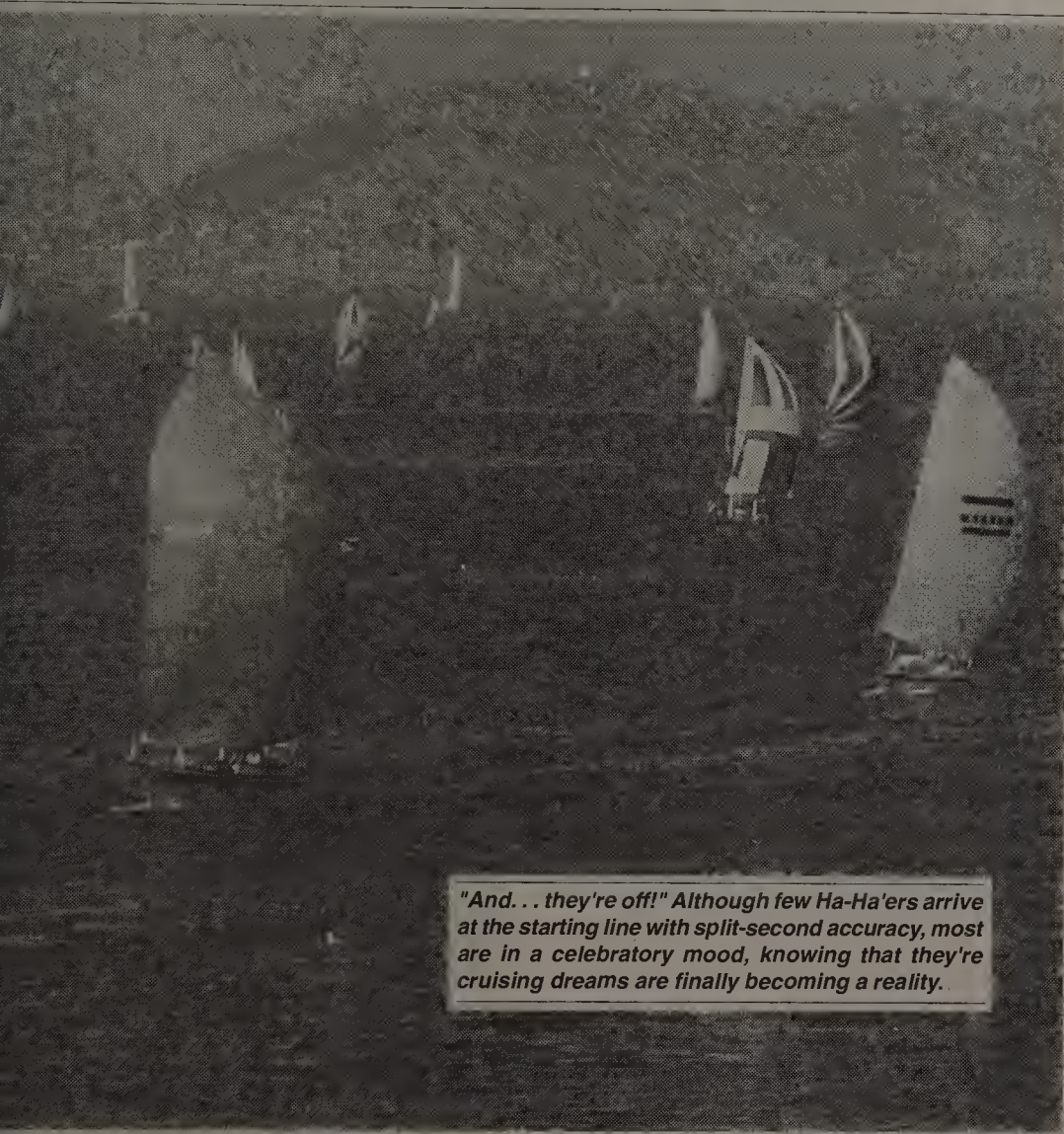
With that we present you with the Baja Ha-Ha Class of 2002. We wish them all fair winds and smooth sailing. (Entries are presented here in alphabetical order. Two more installments will follow.)

Alaya — Westsail 32

Vince Moore & Jan Dahl Oak Harbor, WA

A great variety of boat types sail south with the Ha-Ha each fall, but there is always at least one sturdy little Westsail 32 — and it often hails from the Pacific

— SAILIN' TO SUNKISSED LATITUDES



"And... they're off!" Although few Ha-Ha'ers arrive at the starting line with split-second accuracy, most are in a celebratory mood, knowing that they're cruising dreams are finally becoming a reality.

sailors. They have had this particular boat, however, for less than three years. They explain that her name, *Apsara*, is taken from Hindu mythology, meaning a celestial seductress. Having been seduced by the idea of long-term cruising, it sounds as if they are in no hurry to return to shoreside living. "Eventually," they say, "we hope to be ready for the Big Left Turn."

Crewing on the trip south will be their son Gordon and friend Brian German, both of whom are airline pilots. So if your navigation is a bit shaky, *Aspara* would be a good boat to follow.

Atalanta — Farr 53

Ray & Janet Lotto, San Francisco

The Ha-Ha Rally Committee doesn't require a specific amount of sailing experience, but if it did, the Lottos' crew would certainly qualify. The eight men who will sail *Atalanta* to the cape have "a combination of over 200 years of sailing experience." That's a stat that will be hard to top.

We were introduced to this beautiful yacht when the Lottos entered her in the

'97 Ha-Ha. This time, Janet will join Ray in Cabo for the return trip, over an undisclosed time period.

Black Dog II — CT 41 **Roger & Lorraine Atkins** **Everett, WA**

Roger and Lorraine have been sailing together since the early '70s and have lived aboard *Black Dog II* for the past year, so we assume they'll have little trouble adjusting to the inevitable ups and downs of the cruising life. As to their post-Ha-Ha cruising plans, they expect to "follow in the wake of *Black Dog I* which was a 65-ft schooner that sailed from Canada to the Caribbean." They bought this boat from the schooner's owner years later.

Over the years, they've owned 11 different boats, but this is their first real cruiser, and although she's 30 years old, she's well suited to the task at hand. Colin Banks will round out her southbound crew.

Bravado — Elliott 46

The Breed Family, Dublin, CA

Chuck Breed has done lots of ocean racing, but this cruise to the Cape will be a family affair. The Breed brood includes Chuck's wife, Robin, their two daughters, Alexandra, 9, Catherine, 7, and Cartman the family dog.

The lines of this sleek racer/cruiser are pretty distinctive, but her most distinguishing characteristic is her hull graphics: "strange icons of small weird people, fish and things indescribable." (See photo, page 178.) After the Rally, *Bravado* will call La Paz home until springtime.

Brisa — Ranger 29

Ethan Ackerman, Santa Barbara

Our hats are off to Ethan, 24, and his two young crewmen: younger brother Ryan, 23, and Kale Dunning, 23. The one comment we always get from veteran cruisers is, "I wish I'd done this when I was young." Three cheers to the *Brisa* crew for having the foresight to 'do it now'.

Mind you this vintage 1974 sloop won't be the most comfortable boat in the fleet, but what the heck do these guys care. "After over five years in the software and consulting industry," says Ethan, "nothing sounds better than going to Mexico and being a 'hobo'." After the Ha-Ha *los tres amigos* plan to explore the Sea of Cortez for a few months, then head south along the mainland coast and just take it as it comes.

Carpe Diem — Davis 41 trawler **John Johnson & Tom McMillin,** **Ventura**

It's always nice when sponsors actually join the fleet for the trip south. That's exactly what Linda and John Johnson

Linda and John Johnson of Ventura Harbor Boatyard are longtime Ha-Ha sponsors.



BAJA HA-HA IX PREVIEW, PART I

intend to do aboard their big Davis trawler. The couple owns Ventura Harbor Boatyard, a longtime Ha-Ha supporter.

Co-owners Tom and Gerri McMillin will also be along to join in the fun. Together the foursome plans to cruise Mexico at least until June. They are likely to be in high spirits as this voyage is dedicated to celebrating their recent retirements.

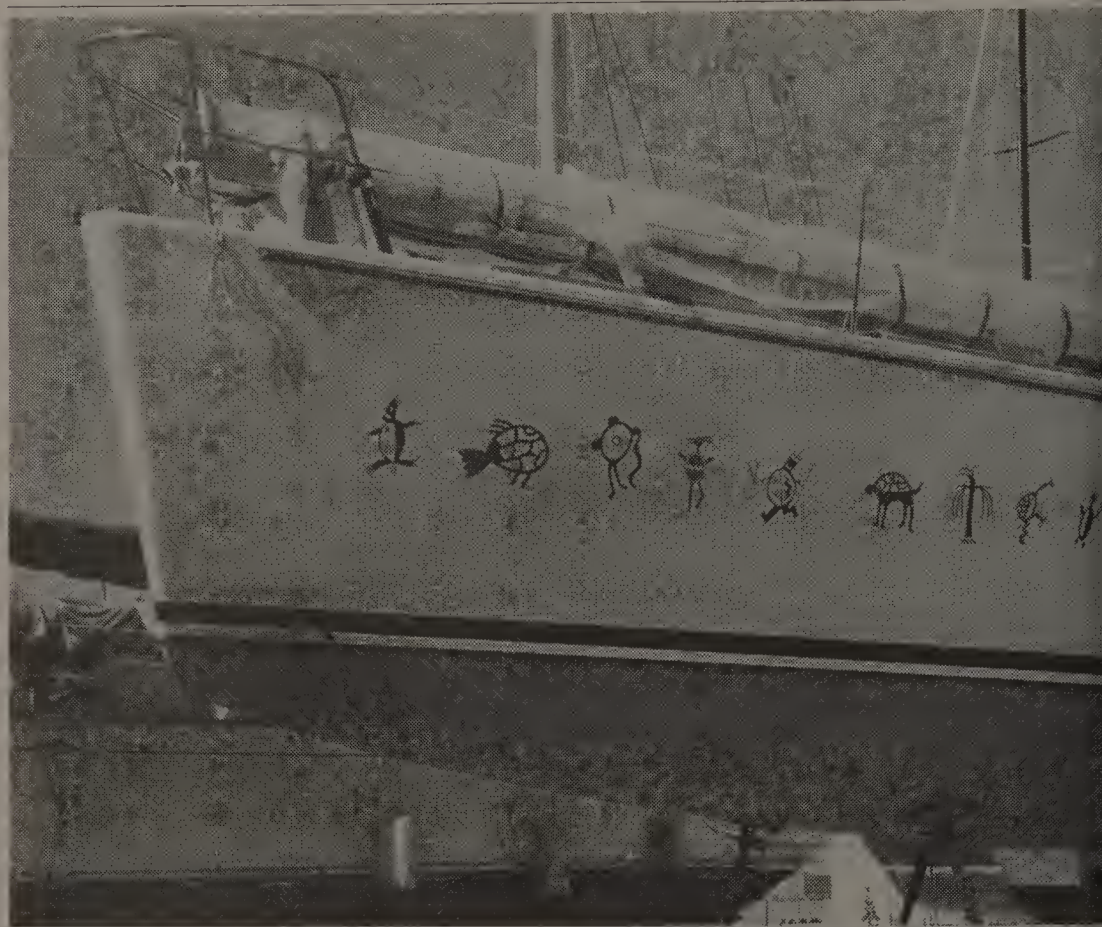
Dunamis — Challenger 40 Dick & Dotti Olsen, San Diego

"We are s-o-o-o-o ready for this!" say Dick and Dotti, both of whom have bailed out of careers in telecommunications. They think of the Ha-Ha as the first step in a 5 to 7-year circumnavigation.

They've been sailing together since 1980, and as they recall, their dreams of cruising began shortly afterwards. So this adventure has been a long time coming, indeed. Their vintage Challenger isn't the fanciest boat in the fleet, but she's practical and fun: "We've got a massive party cockpit and enough fridge and freezer space to keep us going for six months." Additional crew are yet to be announced.

Evolution — Paine 20-mtr sloop The Gross Family, Elfin Cove, AK

Each year the Ha-Ha entry roster includes a few hardy Alaskans, but we can't ever recall writing about a family of six. Mom and Dad made the bold move of putting their professions on hold — Monica is a pediatrician and Alan is an



edly settling in to a comfortable ship-board routine aboard this impressive Chuck Paine-designed 65-footer. "Despite it's size," says Alan, "we manage to fill every nook and cranny with kids, books and equipment."

Eric, 11, Evan, 8, Arian, 6, and Alexandra, 4, probably have no idea how different their life will be once they reach the tropics, but they are looking forward to the adventure — and are eager to meet other cruising kids. *Evolution's* timetable is open-ended, but while she's on the move the kids will continue their education via the popular Calvert Program. To all the fleet members who *did not* bring along their kids, the Grosses offer, "If you are missing your children and/or grandchildren, come borrow ours!"

Freedom — Catalina 36 Frances Murphy & Roch Plouffe San Francisco

"We don't speak Spanish, but if boarded by a horde of crazed Frenchmen, we're covered," say Frances and Roch. Although they've lived in the Bay Area for more than three years, they've also spent lots of time back east, exploring waterways from Florida to Canada. But they explain that, "Boats don't like cold winters, and neither do we."

Robert Uline and Denis Hebert, both

'Bravado' depicts "strange icons of small weird people, fish and things indescribable."

"superior crew types," will join *Freedom* on the trip south. Then Frances and Roch will continue on through Mexico, deferring thoughts about their future until at least next spring.

Geronimo — Lancer 30 Michael Campbell, Sausalito

Borrowing the name of a famous Native American, "Geronimo" was a war cry often used by U.S. troops in decades past. In October, Mike will probably be screaming it with equal voracity as he crosses the Baja Ha-Ha starting line in pursuit of long-deferred adventuring. "I've been meaning to do this for years," he says. "This year, we're going."

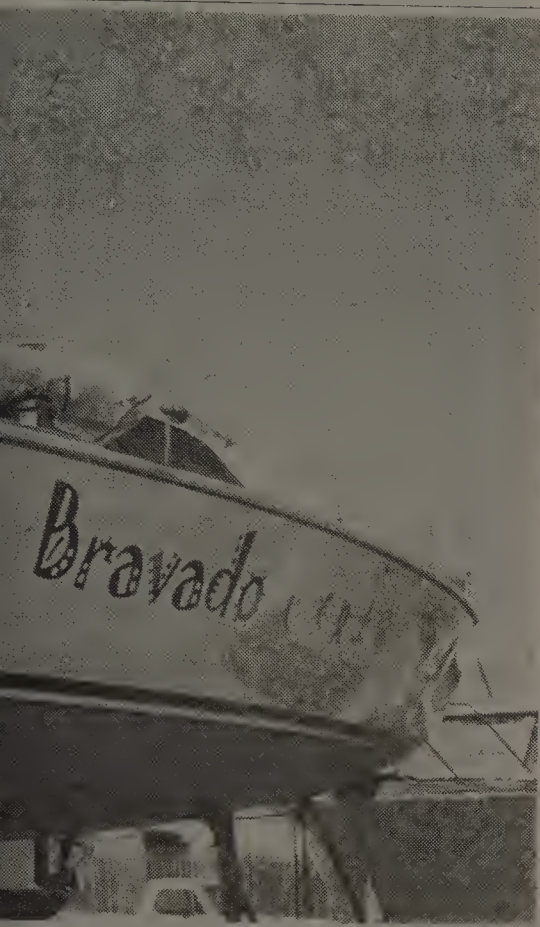
Roch and Frances of 'Freedom' have had their fill of chilly NorCal weather.



Doctor Alan (with son Eric) is a brave man. He and his wife, Doctor Monica are going cruising aboard 'Evolution' with four kids!

orthopedic surgeon — in order to turn their cruising dreams into reality, while their four kids are still young. Having lived aboard since April, they're report-

— SAILIN' TO SUNKISSED LATITUDES



As his is the only name listed on *Geronimo's* entry forms, we're not sure who "we" is, but we do know that Mike, who is a licensed Sausalito yacht broker, plans to spend some time exploring the Sea of Cortez, then eventually truck *Geronimo* home from San Carlos.

Gollywobbler II — Rustler 36 Ann Fraser, Richmond, England

"My philosophy echoes a quote from the famous children's author Arthur Ransome: 'Grab a chance and you won't be sorry for a *might-have-been*.'"

From what we know of her, Ann has been grabbing chances and seizing opportunities for a long time — many of them under sail. A writer/photographer by profession, her sailing resume includes thousands of miles of sailing in European and North American waters, as well as several trans-

atlantic crossings.

Cruising down the Baja, however, will be a first for her and her crewmen, Michael Weinert, John Cain and Garth Grimm, all of whom have substantial experience afloat.

After the Ha-Ha, Ann will eventually cross the Atlantic and return to her native England, but not before gunkholing around the Sea of Cortez. She'll then have to decide whether to truck *Gollywobbler* to Ft. Lauderdale, or sail her around via Panama. We look forward to meeting Ann and tapping into her vast reservoir of sailing tales. Her vagabonding ways will, no doubt, be an inspiration to other lady cruisers.

Gato Loco — Seawind 1000 cat Gato Loco LLC, Phoenix, AZ

In contrast to the majority of one-couple-only crews on the Ha-Ha, the 'Crazy Cat' crew is made up of six partners, all of whom have homes in Puerto Peñasco (which lies on the Sea of Cortez).

Another distinctive thing about this entry is that the brand new, Australian-built 33-ft cat just arrived on the West Coast in June. Having already sailed extensively in the Sea of Cortez on smaller boats, the partners, Lowell and Frankie McCulley, Bill Hensler, Rick Quant and Dave and Ellen Redden plan to make frequent forays south along the Mexican coastline, using their Puerto Peñasco "hideout."

The 'Gato Loco' crew has cracked the champagne, now they're ready for cruising.



Glory — Catalina 42

Rob & Wendy Cline, Benicia

After sailing Bay Area waters for four years aboard their Hunter 34 *Sheetfaced*,



'Haleakala' Mike is heading off on a grand adventure at the ripe old age of 26.

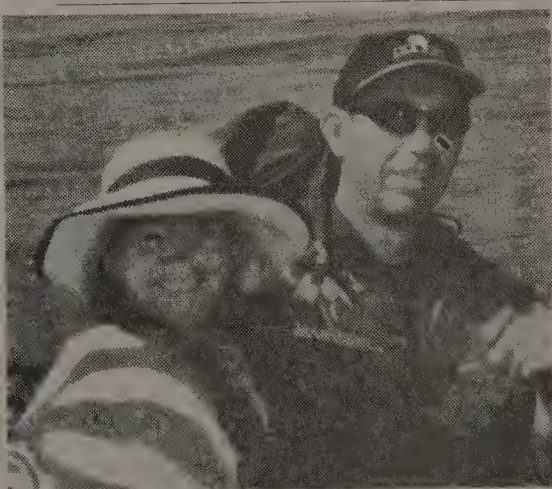
Rob and Wendy decided to move up to a bigger boat. They fell in love with the Catalina 42 MKII, but couldn't find a suitable used one, so they "bit the bullet" and bought *Glory* brand new. "The day of our first shakedown cruise, it was blowing 50 knots — no kidding!" recalls Rob. "Although the seas were only 5 to 6 feet, I told Wendy that this was about as bad as it would ever get short of a major storm."

After that experience, the run to Cabo should be a piece of cake. Bob explains that they chose the name "because it represented our faith and our patriotism. After 9/11 we knew we'd chosen the right name, and we proudly fly our colors." Unlike some freewheelin' Ha-Ha'ers with open-ended itineraries, Rob and Wendy plan to spend just two weeks in the Sea of Cortez, before trucking *Glory* home. Crewing on the trip south will be Roger and Dinah Goodsell.

Haleakala — Catalina 390 Mike Kohl, Newport Beach

We hate to admit that we're jealous, but, well... we are. Here's a handsome young 26-year-old who not only owns his own boat, but he's heading off on a "multi-year voyage." Damn, we hate that! (Only because we're not in his shoes.)

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M.J. and John of 'Island Sonata' learned to sail hundreds of miles from the ocean.

As far as we can tell from *Haleakala's* entry forms, Mike's buddy David Pyle, also 26, has also signed on for this long-term adventure. Together they note that they are, "...seeking single women to celebrate life." And undoubtedly they'll find some. Their route and timetable wasn't specified, but we'd bet that's because they don't have either — and why should they?

Also on the crew roster are P.J. and

Patti Kohl, Mike's parents, we assume, and Rick Pyle, who we'd guess is David's dad. They'll all share watches on the trip south, then, who knows? We assume the old folks will jump ship when things start getting too loud and rowdy.

Island Sonata — Lagoon 38 cat John and M.J. Shetron, San Diego

You wouldn't think New Mexico was an option among places to take up sailing, but that's where John and M.J. learned. "Yes, they do have water there."

After a long and successful business career with their own staffing company, the pair went catamaran-shopping at the Miami Boat Show last winter and ended up ordering a brand new Lagoon 38. She was shipped from France to Long Beach which signaled the couple to say "Adios" to the workaday world — at least for now. They'll cruise Mexican waters this winter, then. . . put some thought into what to do next.

Interlude — Deerfoot 74 Kurt & Katie Braun, Alameda

"A bad day on the water is better than a good day at the office," say Kurt and



Lee and Merrill of 'Jenny Wren' have 'only' been sailing since their marriage — 45 years ago.

Katie, whose careers (respectively) as an engineer and a stock broker have been put on hold indefinitely.

Both are longtime sailors, but Kurt's offshore resume is one of the most impressive in the fleet. With his father, he did a circuit from Z-town to the Marquesas and on to San Francisco, then later made a trip from the Bay through the South Pacific to New Zealand. After purchasing this Danish-built Deerfoot in early 2000, Kurt sailed her from Florida, across the Caribbean, through the 'ditch' and north to the Bay Area.

The boat, however, has got him beat. *Interlude* has already completed a cir-

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cumnavigation via South Africa and the Canal. Kurt and Katie are keeping their post-rally plans appropriately loose. "We'll cruise Mexico and beyond as long as it stays fun!" And the word "circumnavigation," has been whispered.

Jenny Wren — Valiant 42

Merrill & Lee Newman, Palo Alto

The Newmans have a long and fascinating sailing history. Having learned the ropes in his youth, Merrill taught Lee to sail after they were married 45 years ago. At some point Merrill decided to build his own boat, but what with the rigors of working and childrearing it turned into a 14-year project — but he finally did launch her.

Merrill has cruised the South Seas, done an ARC Rally, a Pacific Cup and the '98 Ha-Ha (aboard *Vagabond Lady*). A year ago he and Lee took possession of their "last boat," this time-tested Bob Perry design.

Longtime friend John Alden and young crewman Justin Moore will assist on the trip to the Cape. As to future plans, they say, "We will stay in La Paz for a bit and then head south to the Ca-



Ed and Kathy (top) of 'Journey' say their going cruising "forever." Below are Phil and Joann.

nal or west to Hawaii. But who knows?"

Journey — Beneteau 37

Ed Lord & Kathy Babcock, Palo Alto

It looks as if Ed and Kathy have made

up their minds. As to post-Rally plans they write: "Cruising forever."

Hinting at how personally noteworthy the Ha-Ha's start will be, they summon up an allusion to the days of Walter Cronkite's evening telecasts: "October 28, 2002: What kind of a day was it? A day like all days, filled with those events that alter and illuminate our time, except. . . *we will be there!*"

Sharing in *Journey's* history-making run to Cabo San Lucas will be Phil MacFarlane and Joann Reed.

Katie Rose — Cape Dory 330

Robert & Judith Zemore, Bellingham

According to Robert and Judith, they are just "two old geezers looking for peace and quiet." Where they're headed, they should find lots of both.

"We've spent most of our lives on the prairies," they say, "but we are now full-time cruisers and intrepid voyagers." We've got to hand it to them, not many folks would embrace an activity as physically challenging as sailing after age 60, but this pair did. They started sailing less than four years ago. Plan 'A' is to continue cruising for an extended period,

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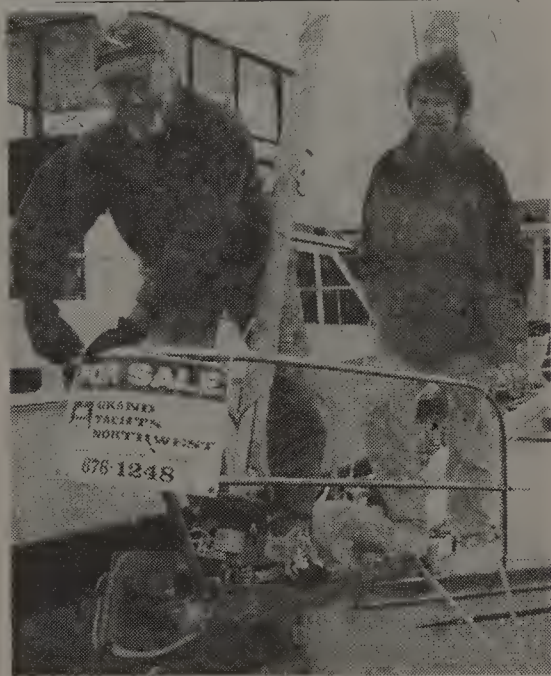
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BAJA HA-HA IX PREVIEW, PART I

first in Mexican waters, then through the Panama Canal and on into the Caribbean. We have a feeling these two will do just fine.



Robert and Judith of 'Katie Rose' are leaving the prairies far behind.

Klanoki — Cross 36 tri

Klaus Brien & Cary Vaughn, Isleton

"The boat is ready, the children are grown and we have dreamed of going for years," says Klaus, a native of Germany who has operated Das Cliff Haus Marina on the Sacramento River for many years.

Cary grew up as a "Navy brat" and learned to sail in her teens on a variety of small craft. Over the years she has "canoed, rafted and sailed whenever and wherever" she could. Her noble vocation is teaching developmentally-handicapped first and second graders.

To date Klanoki has never been out past the Golden Gate, but Klaus says "she sails flat, fast and comfortably." He should know a good boat when he sees one. He's been sailing since the mid-'60s and has owned, built and remodeled "too many boats to remember!"

The couple's post-Ha-Ha cruising plans are still wide open.

Kolo — Kettenburg 32

Kathleen & Kevin Brown, Newport Bch

"We didn't see it coming," says Kathleen, "but with the slowdown in the telecom industry, we find we have timed



Kathleen and Kevin of 'Kolo' have gotten their sailing chops down and are ready to play.

our Mexico getaway beautifully." Kevin worked as an engineer, while Kathleen earned her pesos as an administrative assistant.

Having only learned to sail three years ago, we applaud their go-for-it enthusiasm. They've both sailed extensively in that short time, and after buying Kolo in April of 2000, have made a number of shakedown-cruises to the Channel Islands.

After the Ha-Ha this bright young couple — both in their early 30s — plan

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to take a spin around the Sea of Cortez, then poke along the Mexican mainland on an open-ended cruise.

Landara Star — Roberts 392

**Larry & Danice Rauh
Pleasant Hill, OR**

Since buying this sturdy pilot-house cruiser five years ago, Larry and Danice have tested *Landara Star's* seaworthiness extensively. They took her — or should we say, she took them — from Puget Sound to Alaska and back last year and they've also made two round trips from the Strait of Juan de Fuca to the Columbia River.

Lately, though, they've been in refit mode. "After eight intense months of retrofitting, we're looking forward to fun, relaxation and adventure," says Larry, a retired dentist. Elliot Woods will crew to the Cape, and share in the good times along the way.

After the Ha-Ha the couple will cruise for six months, then fly home to Oregon for the summer and return to *Landara* in the fall for another stint of sailing.

La Vie — C&C 35

Jim Bewley, Los Altos

Jim's sailing history with his Ha-Ha crew goes way back. In various pairings, they've owned boats together, raced together, chartered together, sunk boats



The 'La Vie' boys plus wives lounging the the C&C's cockpit. They're full of tall tales.

together, and competed in Olympic trials. It would be a terrible understatement to say that Jim, Sam Mercer, Ted Lyman and Dennis Clark have a few tall tales to tell.

Jim's owned eight boats over the

years, and has had this one since '98. The game plan after the Rally is to spend two months in La Paz, then hit the mainland for a while "catching fish and having fun." They expect to bash home in February.

La Mouette — Rhodes 32

**Don Cass & Donna Gaus
Woodside**

Where are Don and Donna headed? "Next stop: paradise!"

Don grew up on Long Island and came from a family where "everyone had boats." Later, though, his affections turned to race cars, and for three decades he never sailed at all. But after meeting Donna — a confirmed 'water person' — in '94, the couple bought a Pearson Renegade and spent

endless amounts of time sailing Bay and Delta waters.

In '97 they upgraded to this sweet Philip Rhodes-designed 32-footer which already has an impressive sailing resume: If we understand correctly, she completed a 'wrong-way' circumnavigation, from San Francisco to New York,

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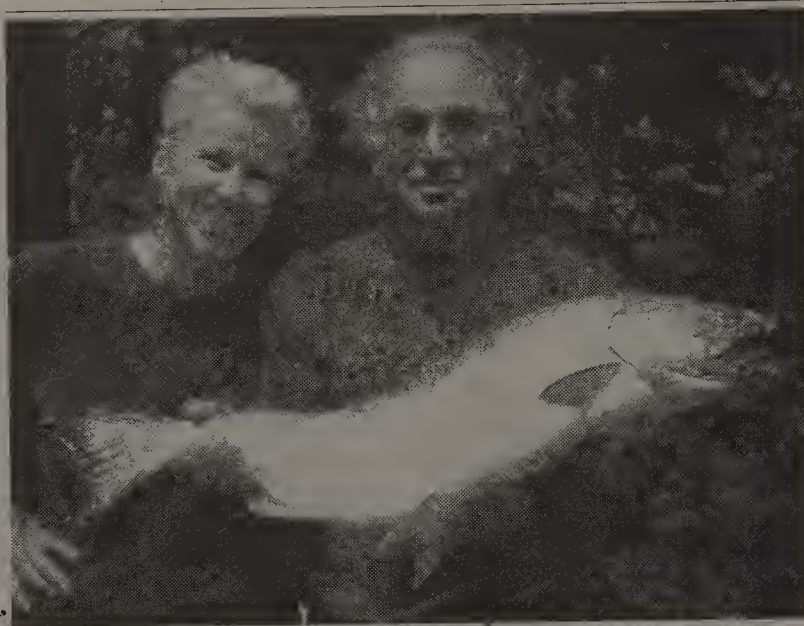
BAJA HA-HA IX PREVIEW, PART I

then on around the planet and back home. Don and Donna's plans aren't quite so grand, but they do plan to cruise south to Panama, then across the Caribbean to Florida.

Magic — Gulfstar 50 D. Head & J. Shallcross Zephyr Cove, NV

Co-captain Dale is quick to point out that his wife, (co-captain) Jane, had over 25,000 sea miles under her belt before they met, much of which was logged delivering boats between the Caribbean and New England. Dave, too, is an experienced sailor, but his waterborne travels are so far limited to California coastal cruising.

"No, once we go south, we are *not* bringing the boat back!" they say. "It is time to just keep going." Their vintage Gulfstar is well suited to the task of longterm cruising, and by the looks of their gear list, she should keep them extremely comfortable along the way.



Donna and Don of 'La Mouette' say they are headed for "paradise."

The couple didn't mention a dog on their crew list, but the Ha-Ha Rally Committee sleuths have learned that they plan to bring one named Maxine. In fact, the beloved canine dictated a short note clarifying an important matter: "Let's get the pecking order straight. It's Princess Maxine. The others are slaves, put on

this planet to do my bidding: food, walks and trips to the beach!" Well, we're certainly glad for the clarification and we hope the fair Princess finds a suitable prince during her Mexican travels.

We'll give it a rest here, having penned as many profiles as space allows. But we'll pick up where we left off next month with 'Part II', then we'll complete this prolific profiling process in our November issue.

If you are one of those folks who's asking yourself the age-old question "To go, or not to go?" be aware that there's still time to jump on the Ha-Ha bandwagon and join the fun. The official entry deadline is September 10. (See details at www.baja-haha.com.)

Likewise, would-be Ha-Ha crew members should check out the *Crew List* process in this month's *Sightings*.

— **latitude/aet**

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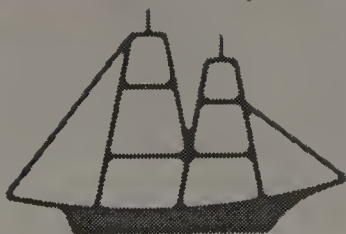
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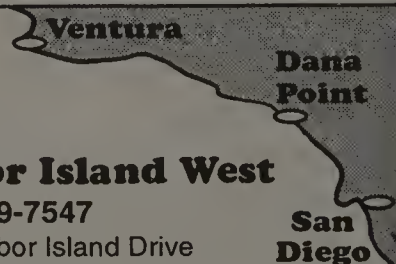
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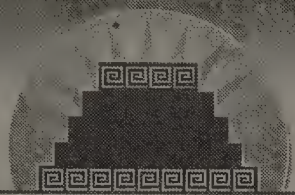
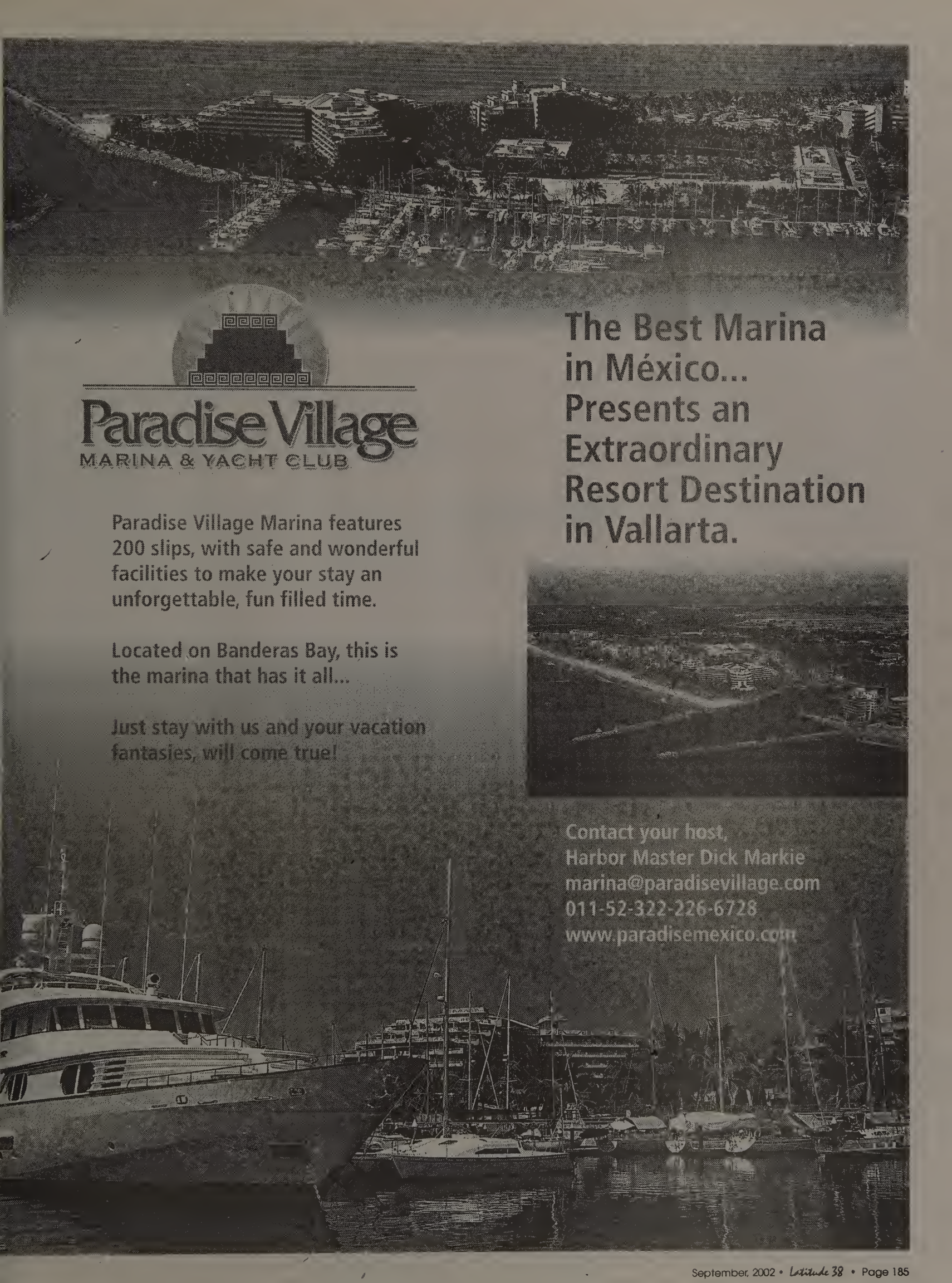
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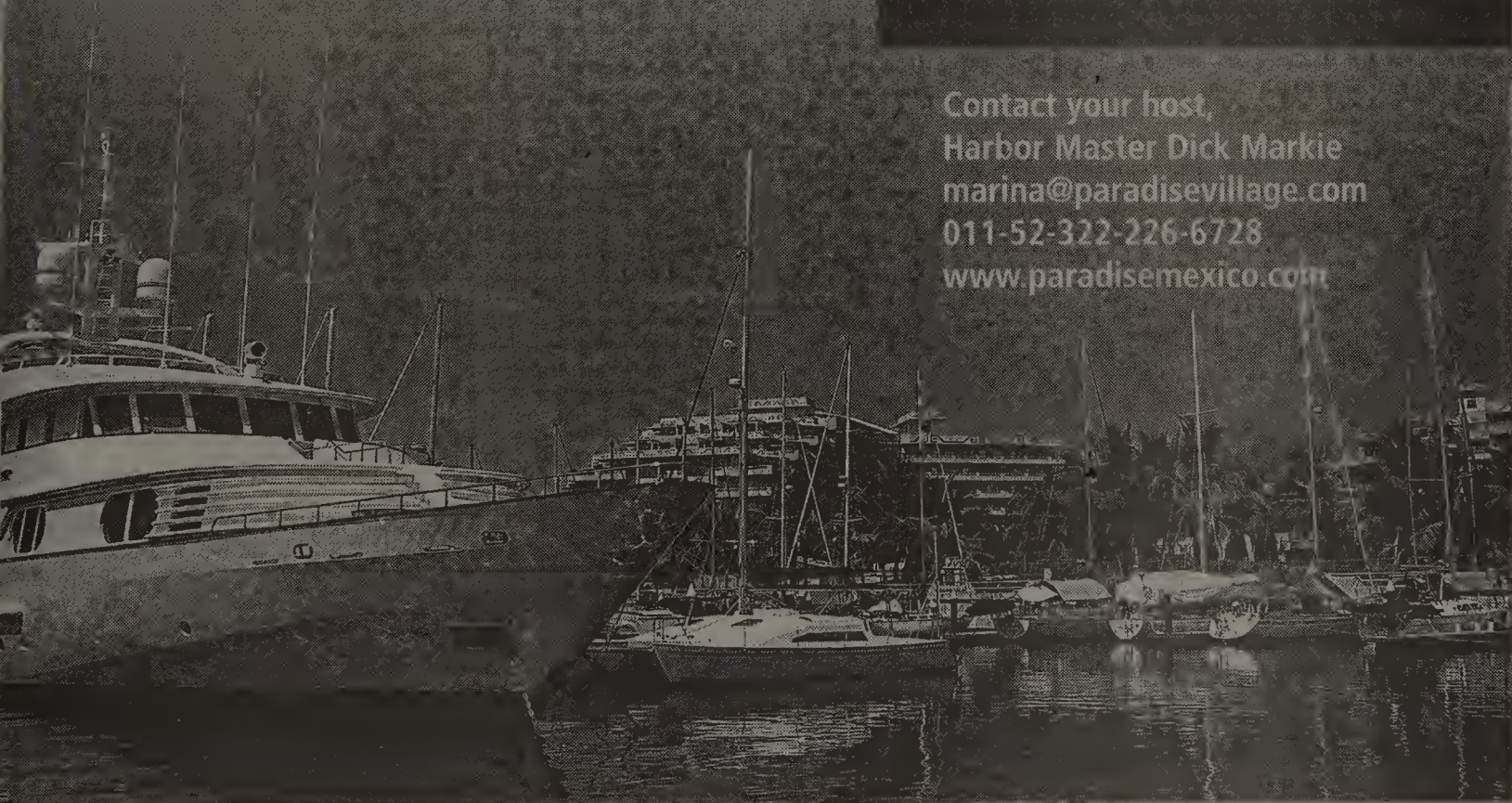
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THE LANDFALL

When the annual Master Mariners Regatta took place on Memorial Day, May 25, it was too late in our publishing cycle for war stories. All we had time to do was assemble six pages of photos and hope that each one really was worth 1,000 words. Now that a bit of time has passed and we've heard many of the stories, we thought you'd get a kick out of one of our favorites. . . .

I am the imprudent owner of *Landfall II*, the historic schooner originally built in 1934 in Vancouver, B.C. by Boeing Aircraft. She was designed by Edson Schock for Maureen O'Sullivan ("Jane" in *Tarzan*) and her husband John Farrow, father of actress Mia Farrow. Owning this boat is imprudent because I live 1,280 miles away from San Francisco on Flathead Lake in Montana. This pristine freshwater lake is roughly the size of San Francisco Bay, but since the onset of the great western drought, is far too shallow in most parts for *Landfall's* nearly 9-foot draft.

But I need to get out of Montana in the wintertime. Some men buy sports cars after their divorces; this wooden boat-loving artist, writer and former cow-girl bought a 63-ft schooner!

When we first saw her in the spring of 2000, *Landfall* was drying out on the hard at Nelson's Marine in Alameda in the shadow of the aircraft carrier-turned-museum ship *USS Hornet*. She was forlorn, transom-less, and missing some planks. All hardware and interior bunks had been stripped out and stored in a nearby container. She had been smooshed by a ferryboat, which put a bad gash in her starboard side. I suspect the hardware, including the original squaresail rigging, was worth more than we paid for her.

Landfall is 48.5 feet on deck, and 63 feet overall with her boomkin and bowsprit. She displaces 26 tons. Her doubled frames are 3 1/4" sawn white oak, with 2 1/2" Douglas fir used for her carvel

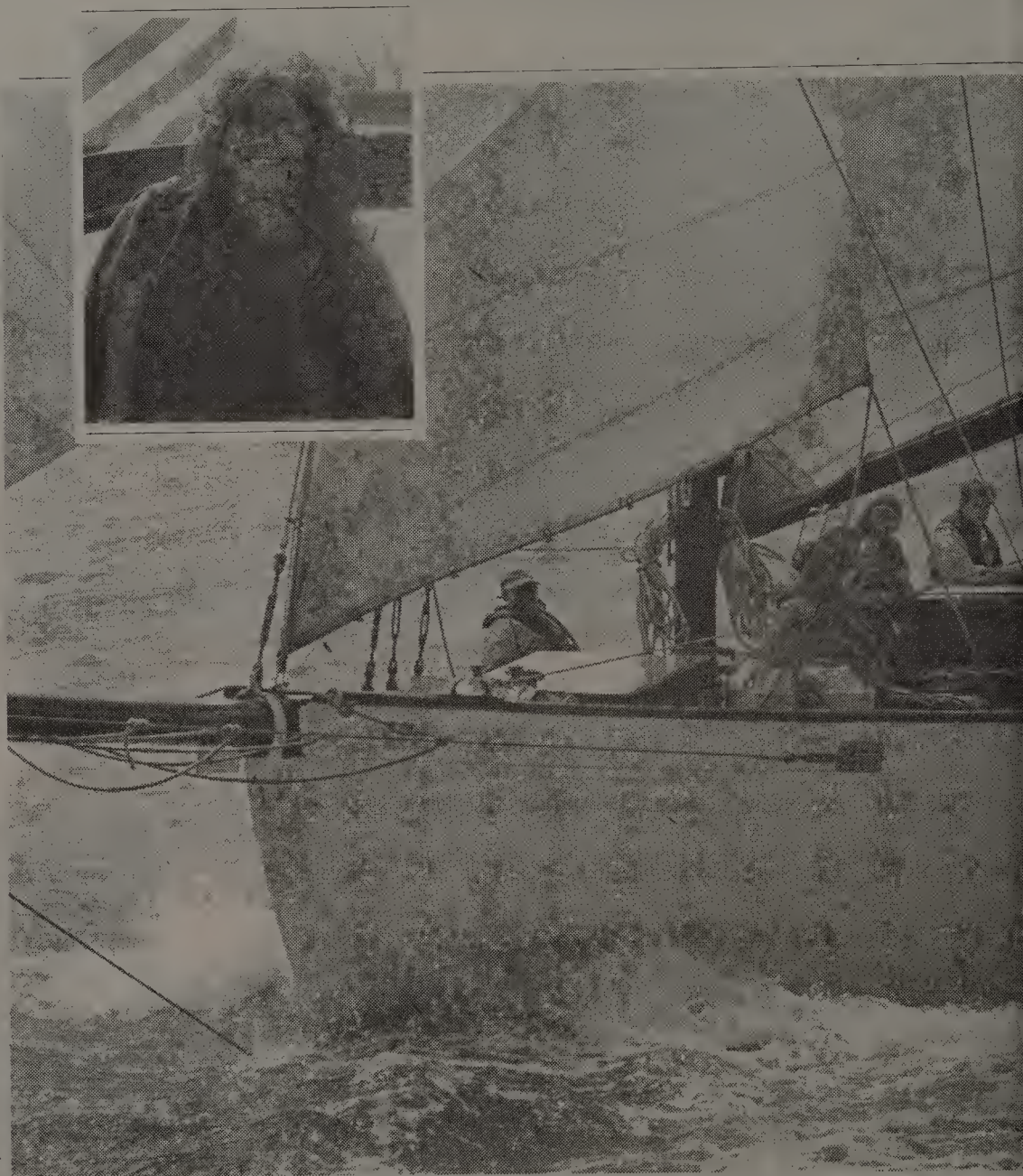
tainer, too heavy for me to lift. That was where the former owner ran out of steam, I gathered, looking at my reflection in that antique brass.

It was the mint green Queen Anne saloon that I fell in love with, with its leaded-glass china cabinet and mahogany trim. Or maybe it was that long silver teak deck begging for some elbow grease. Anyway, the hook was set, and we had to tackle this renovation. Ship-

They all had differing opinions on which way to go, and the captain wouldn't listen to anybody.

hull planking. Her deck beams, keelson and stem are also of oak. The fir rudder is a work of art, and her spoon bow gives her the shape of a small whale. *Landfall's* former glory gleamed in the polished brass nose cap for her bowsprit, which sat on the workbench inside the con-

wright Ron Paterno, his wife, Katie, and I hacked out caulking from hull planks for days, sounding like a pack of woodpeckers echoing off the canyons of boats in the yard. We refastened, replaced some bad butts (imagine the wisecracks!) and planks, replaced the oakum with cotton,



Above, '*Landfall II*' heads for the finish line of the Master Mariners Regatta. Inset, owner Mary Sale. Right, Ernie Minney inspects the set of the sails during the race.

primed, and spaded foul smelling compound the consistency of peanut butter into every seam down to her pre-WWII lead keel — which had escaped the fate of many such boats: being melted down for bullets for the war effort. We hired out the transom work, and a couple of Mexican kids helped with the hull. With some bunks, a head and galley sink back aboard, she was rendered livable again.

We put her in at Alameda Marina in the autumn of 2000 to see if our white elephant would float, and after a couple of times packing the gland (more jokes!), and coaxing that purring lioness of a 353-3 GMC diesel to life, we hauled her again at Nelson's Marine for a full bottom paint job.

Otis Hayes gave us a glowing out-of-water survey, and we were ready for the masts, two 60-odd foot fir trees out of the Port Townsend forest. Before they were stepped, we pulled off rusty old sail



LATITUDE/JR, INSET COURTESY MARY SALE

string patroness of a schooner originally named *Mavoureen* — 'Mary' in Celtic.

Described as a "globe girdling staysail schooner" in a 1969 *Oakland Tribune* article, *Landfall* won first place in the Master Mariners Regatta that year, sponsored by the Waterman Steamship Lines, and skippered by the colorful retired Navy surgeon William Holcomb. This tidbit was passed on by John Haynes, who befriended me one hot afternoon of chipping out hull seams when I announced to the other two workers (both non-drinkers) that I didn't know about them, but *I had to have a beer!* John was visiting the boat next door and just happened to have an ice cold bottle of white wine in his cooler, and yes, he was delighted to take me out for some steamed clams before I left for Montana!

John was invaluable to us, providing not only libations that day but also the loan of sleeping bags, a camp stove, a brass lamp, homemade enchiladas delivered to the yard, great connections and a guest pass to the Alameda Yacht Club down the street!

It was at the yacht club that I began to learn how beloved and remembered *Landfall* is the world over. Australian author Dach Hall contacted me through a former owner, and sent me the 1997

publication, *To Think We're Doing This For Fun*. The book chronicles his hairy adventures crewing for the famous Dr. Holcomb and his wife, Marilyn, in the 1950s. That voyage took *Landfall* across the Indian Ocean, through the Suez Canal, the length of the Mediterranean and across the Atlantic to the U.S. The book has photos of her squaresail rigging, the lamb, and the turkey cage kept aboard.

I've also heard from Rick Crane, a classmate of Ernie Minney's at the California Maritime Academy. Rick sailed with the Holcombs to Western Samoa and Fiji in 1954, when he was 16. I was given an original teacup and saucer by Liz Cabrall, Dr. Holcomb's daughter. It has the flag of Maureen O'Sullivan crossed over the pennant of the St. Francis Yacht Club. Pat Wilbur of the Mystic Seaport Museum in Connecticut suggested I sip from the teacup whilst reading Hall's book. Ms. Wilbur also helped me compile the provenance of *Landfall* as listed in Lloyd's Register of American Yachts, as well as gather the original drawings and plans.

Edson Schock's grandson, Charles, spoke to me on the phone from back East and put me on track for all the records on file. The Dwight Culver family, which owned the boat for at least a decade, informed me that *Landfall* is a member of their family. That became obvious when Coleen Culver lovingly took the helm last May after expertly trimming sails topsides most of the race with Greta Lutz.

Greta is a patroness of the 1885 gaff sloop *Freda*, of the Sea Training Institute and the Arques School of Traditional Boatbuilding in Sausalito. Greta is a friend of Ernie Minney, of the Newport Beach chandlery, who is another former *Landfall* owner. Ernie found us a range, a radio, miles of line, and gifted the boat a lovely brass clock, which the ship's doctor mounted upside down. Ernie thought that was hilarious, but I'm sure that's why the winch handle whirled around and bopped my brother on the wrist when he was gawking at *Hawaiian Chieftain*. Well, brother Ed: "Hell hath no fury like a woman scorned." (He broke the wrist, which made it very difficult to play bass violin in his orchestra — and practice medicine in Vancouver!)

Ernie Minney was at the helm through most of the last Master Mariners, once he realized how little time we all had at the wheel of *Landfall*. Lots of hours in the engine room, or sanding, caulking, staining, painting — we had those. But actual sailing time? That's the downside of wooden boat renovation. The reward is, once she's on the water with the rags



LATITUDE/JR

track, replaced some and elected to sand and oil, oil, and oil until the masts and booms were as black and shiny as otters. Then we embarked on working WD-40 into huge turnbuckles that had been frozen up for years. Speaking of frozen, we were delighted to discover that four blocks of ice keeps the full-size original icebox cold for a week!

The Master Mariners Regatta this past May was our second race on *Landfall*. The first in 2001 was marked by not being ready (indeed, we'd been rigged and afloat merely days), a mutiny by the crew, and a rather acrimonious atmosphere amongst the men. They all had differing opinions on which way to go and the captain wouldn't listen to anybody, particularly the navigator. Forget any suggestions by the owner!

But my daughter Aphia and I had a fine time, staying out of the way, mostly. We were well trained in this, after yearly sails with my three older brothers in the Pacific Northwest. Testosterone aside, *Landfall* is a grand lady, and it is no accident that I have found myself the shoe-

THE LANDFALL

up, this old girl is *fast*! The erudite maritime attorney Bill Vaughan of *Evening Star* raced against her years ago and said, "We all just got out of her way!" His lovely wife Sandra has helped me find some past articles on the old girl. We knew that if we didn't win, it wasn't the boat's fault!

So back to the war story. This year, we were *ready*! We studied the plans, the old photos, the sails and the treasure trove of rigging and hardware stowed all over the schooner. We drilled holes (eek!) in the teak deck and bowsprit, and then took some hardware back off when Erik Knight Boatworks decided the repair of the rail should be done first. After months of flying in from Montana for long weekends chipping out and recaulking those decks (as weather allowed), those screw holes were like drilling into my veins. But one needs cleats and blocks to sail with a Marconi staysail rigging configuration, so we duly sank hardware into the decks in between the crystal deadlights, some gone purple with age.

Don Blood, our navigator, provided us with a Scottish battle flag, Dan Phipps,

former officer of the Alameda Yacht Club, was the other 'great Scot' aboard. Is there anything funnier than profanity with a brogue? Dan was once asked to leave the St. Francis due to dress code until they found out he'd just won their race. Also aboard was Brian Alberg, a salty, solid Swede as calm as glass. The crew was rounded out by three college kids, all blondes, our offspring charged with providing photo opportunities. The only one missing was Scott Culver, a former singlehander of *Landfall*. His plane was cancelled the night before the race. Our thanks to our sponsor: Sutter Sailmakers of Sausalito.

We knew, of course, that everything electronic on a boat fails at precisely the most inopportune moment. In this race, it was Murphy's Rule. We had a minor collision before the start. We popped a hatch with *Landfall* on her ear, took on at least a thousand gallons of water and the bilge pump failed. We bailed, and bailed, and watched *Dauntless* of San Diego with her huge American flag pass us in the last half-mile to take third place after *Santana* and *Barbara*. *Dauntless* is

a stunning schooner in a Bristol state we merely aspire to. She is slightly larger than *Landfall* and carries more sail. But Ernie said he'd taken many a trophy from 'that guy'. (So *that's* why they moaned when they saw Ernie on our boat!)

Then the heavy head door came off its track and kept falling over into the companionway while in use, specifically by author and retired English professor Ray Kytel. (Sorry, Ray. But it was so funny, except when it happened to me — twice!) We lost the radio signal. The GPS went caput for about 20 minutes. Then, as we were coming down the Estuary with hundreds of boats about, our engine died, the starter failed, and we were 26 tons dead in the water!

Thanks to the heroic efforts of Encinal Yacht Club escort vessels, we were ushered safely to the dock for a great post-race party, and — as they say — a fine time was had by all.

Of course, the next morning, the engine started right up.

Landfall is back, folks. See you next year.

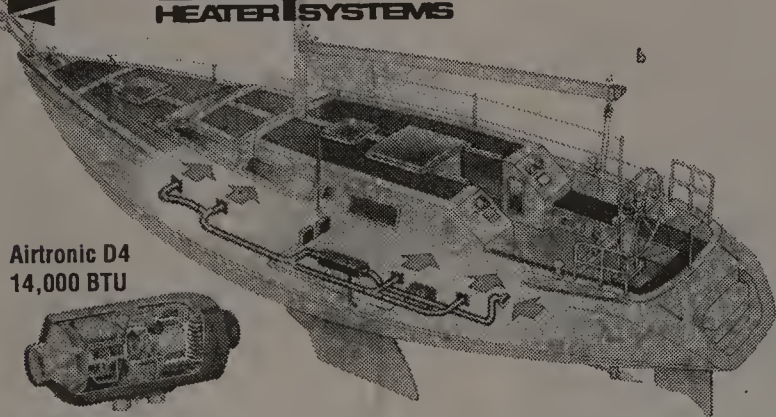
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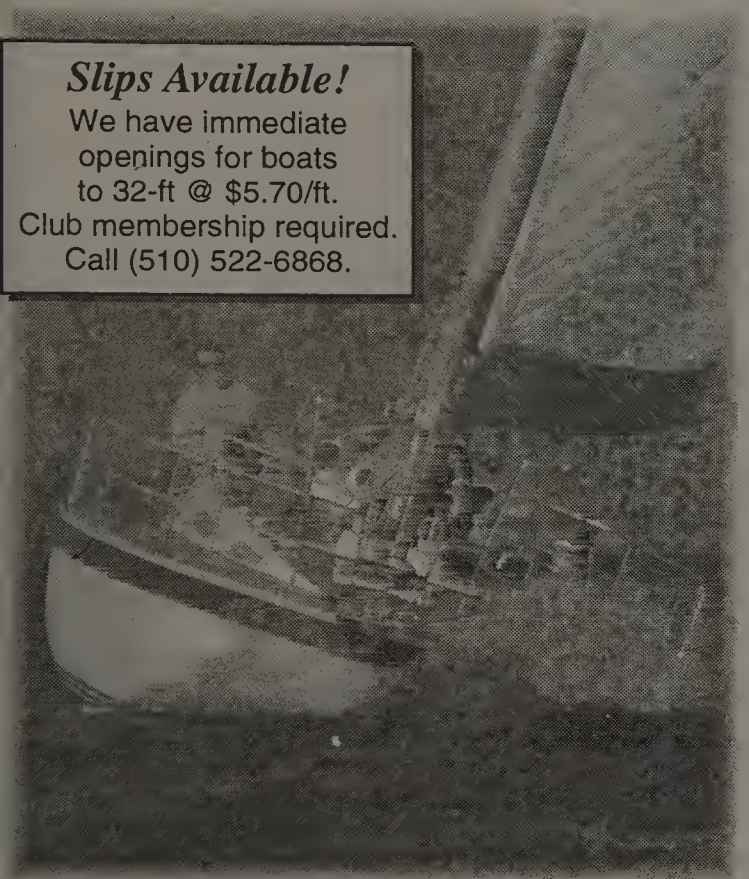
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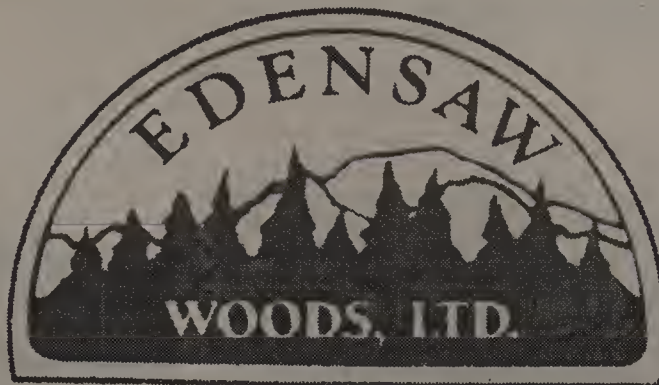
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The last thing my race crew wants to do when we get back to the dock is hang around and help put the boat away.

So, in the interest of being the first crew back at the yacht club bar, we usually do a quick racing roll of the jibs and just stuff the spinnakers in their bags.

"Never do dishes 'til just before you need to use them," says one of my college-age crew to justify this policy. He also claims that this is an "accountability issue" — that the spinnakers should always be packed by the person who is doing foredeck that day, right before the race. But really he just wants to get to the bar sooner.

There is only one problem with putting the boat away so fast: As the owner, it's up to me to "do the dishes." I usually swing by the boat on Sunday morning after a Saturday race to tidy things up, fix what broke, schlep the racing sails off and put the cruising sails back on.

But last weekend I never made it that far. I was driving past the small beach near the entrance to the Marina — not even enough of a beach to be noticed by most of the berthers and restaurant customers who drive by it — when I encountered a roadblock.

"Parking is this way!" said an attractive young woman as she pointed to a grassy area on the side of the road. She was behind a table set up right in the roadway, wearing a shirt that said 'volunteer' in big letters.

"I'm a berther in the Marina," I tried to explain. "Can I just..."

"Here are the instructions," said another young volunteer, thrusting a sheet of paper into my open window.

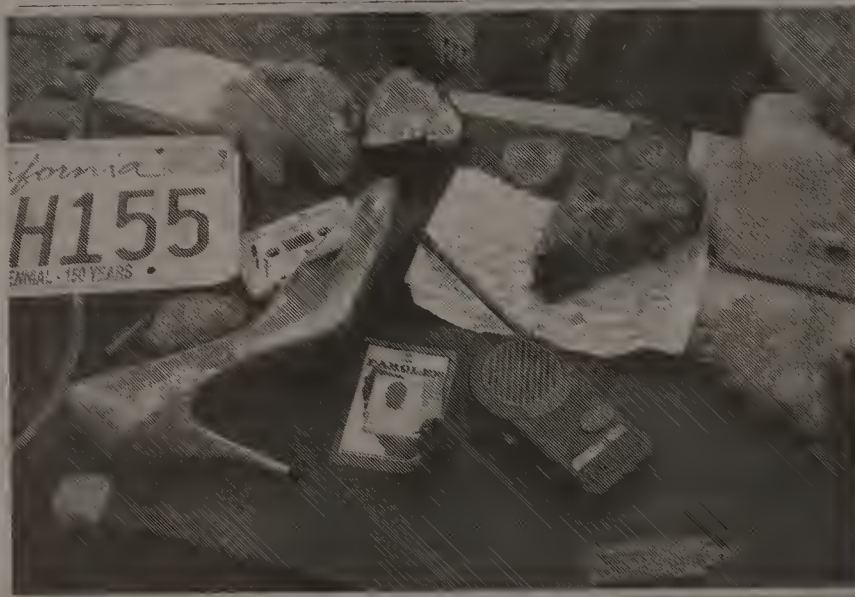
"But I'm..."

"The briefing is about to start!" shouted a third volunteer from behind another table. "If you hurry you can just make it!"

"What the heck," I thought. "Whatever this is, it seems to be attracting a lot of attention and I really don't have to be at the boat at any particular time."

So I pulled into one of the last open spaces in the designated parking area, locked the car and took a look at the papers in my hand.

I was a little disappointed to discover, after sorting through the various directions, schedules and maps, that this was "Coastal Cleanup Day." Not something I usually brake for. I was expecting maybe a stunt kite demonstration or some other unusual performance art or festival event. But no, this was just a beach cleanup. And there weren't even any food



kiosks put out by the local restaurants, like at the waterfront festivals.

I decided to pass — but just a few seconds too late. Another car had been directed into the parking space right behind me, and before I had the presence of mind to ask him to let me out, the driver had blocked me in and disappeared over the hill in the direction of the briefing area. I was stuck.

"Well, maybe this won't be so bad," I thought to myself. "With all these college kids volunteering, I can probably pick up a few more names for my crew list."

"If you find, like, a syringe or a condom," instructed an amplified female voice to an audience that ranged in age from 3 to 90, "mark the spot with one of these yellow tags and our staff will take care of it. For other yucky stuff like old T.P., be sure to use your gloves."

It was Lee Helm, of all people, standing on a table giving the final briefing.

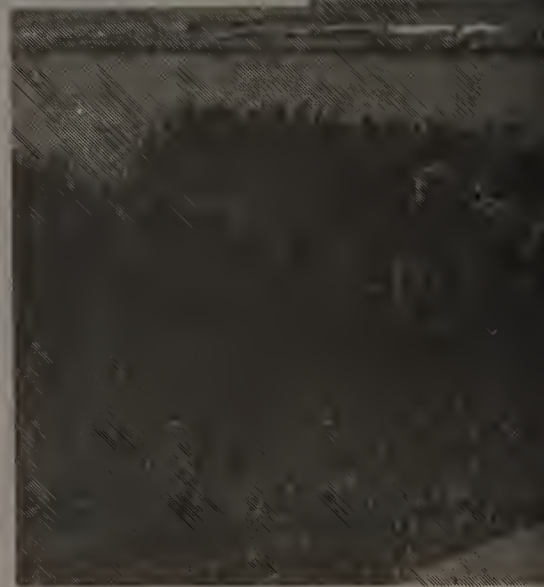
"Do you have extra gloves?" asked one of the participants. "I forgot to bring mine."

"For sure. We have a whole pile of extra gloves right over there — and we guarantee that, like, none of them match."

I moved in through the surprisingly large crowd, all of them holding big plastic bags, to get close to the table.

"Remember to fill out your log forms as you collect, and the most unusual item wins. You have exactly two hours, starting in 15 seconds."

She counted down, announced the start, and the crowd stampeded towards the beach.



"How did you ever get mixed up with this operation?" I asked Lee as I finally reached her table after pushing through a tide of volunteers running the other way with garbage bags.

"It's fun," she answered as I was issued my own big plastic bag. "And like, you won't believe some of the things people find on this beach."

"I never even realized there was a beach here," I confessed. "Is it really that important to clean it up so thoroughly?"

"For sure," she said. "This beach catches a lot of trash that drifts along the shoreline. It's like, the plastics especially that we need to recover. They do a lot of environmental damage."

"I know they look bad, but do they really hurt anything?"

"Max, where have you been?"

And she proceeded to give me a long lecture about small plastic particles that cover the entire Pacific ocean, especially

— THE COAST IS CLEAR



ALL PHOTOS MAX EBB

meters in diameter, and it turns out they're like, really good at absorbing certain toxic substances and then getting eaten by various forms of marine life."

"I never would have thought a significant amount of that is spilled," I said.

"Probably a lot of every industrial raw material gets spilled," Lee conjectured. "but plastic is one of the materials that hangs around. Let's go see what we can find on the beach."

We found a spot on the beach that wasn't already being picked clean by other workers, and Lee started to recover assorted junk for my bag, including bottle caps, six-pack holders, bits of food wrappers, soda cans and yogurt containers.

"Look!" I exclaimed as I spotted a white plastic object about six inches in diameter.

"You're right!" Lee said with equal excitement. She got to it first. It was a compass cover, exactly the right size and kind to fit my bulkhead compasses.

"It must have been practically new when it blew overboard — not even any fading or going brittle from the sun or the salt water," she said.

"Well, that makes this stop worthwhile," I said with some satisfaction. "Now let's look for some fenders, and maybe an extra lifejacket or two."

Before we found any more booty we were joined by a couple of Lee's friends, more volunteers who were helping to run



Above left, a sampling of Coastal Cleanup finds. Above, 'Shipwreck Barbie' arrived on her own raft. Right, shoreline cleanup day. This year it's September 21.

the "Pacific Gyre," a sort of Pacific version of the Sargasso Sea, as Lee explained, "where plastic fragments have been measured at three hundred thousand pieces per square kilometer — and sometimes they even outweigh the plankton."

"But there are a million square meters in a square kilometer," I pointed out, "that's still only about one tiny particle for every three square meters."

"Bad enough for me," she said. "Plastics on the beach don't biodegrade like other waste materials. They decompose into smaller and smaller particles, and these eventually wash back into the Bay and out with the tide. About half of this

stuff floats, remember. So like, if I had to choose, I'd take oil rigs over plastic shoreline pollution any day. They both look ugly, but plastic is more likely to cause permanent damage to the ocean's ecosystems than a carefully managed drilling operation — I mean, as long as there are no big accidents."

"I'm ready to vote against oil production off the coast," I said. "But how can we stop plastic pollution? Do ships still dump all their garbage at sea?"

"Most of it comes from land, actually. From storm drains and creeks. And like, a surprising amount of plastic pollution is in the form of preproduction plastic pellets, which is plastic as a raw material that has never even been made into anything. They're about one to five milli-

the event and do their share of cleaning. After introductions, I suggested that they might want to come out for a sail that afternoon — my usual first step when recruiting new race crew.

"I'll even pick up a nice lunch at the local deli," I said, sensing that they were all in the starving student demographic. "My treat, in appreciation for all your volunteer work keeping the Bay clean."

Suddenly their expressions changed. They eyed me with suspicion — as

though I had just proposed racing an SUV across a nature preserve.

"It does sound like fun," one of them said, "but to be honest, after cleaning up all this trash left in the water by you people with boats, I've got mixed feelings about it."

"Now wait just a darn minute!" I protested. "Sailors don't throw things overboard. At least, not anymore. And certainly not on purpose."

"But look at these beer cans," he said. "Those don't go down the drain from anyone's house. And here's an old fishing line. And what about that old leaky jerry jug over there with some outboard fuel still in it?"

Lee came to my defense. "That's all powerboat and fish boat stuff," she said. "Anyway, look at the stats: In 2001 there were hundreds of tons of trash collected from California beaches. Only 5% was attributable to 'ocean or inland waterway sources,' but 54% was from 'land sources.' If you look at the kinds of trash in that category, it's like, mostly fishing-related."

They argued that the 41% in the 'general' category could all be from boats, but Lee convinced them that the blame for those materials should be allocated in the same proportions as those with known sources. "And it's like, a cultural thing, too," she argued. "Sailors — at least most of them — are pretty well clued in."

Having settled that (although possibly not to the complete satisfaction of my prospective crew), we continued to collect junk from the beach. We found a hair brush, a Xerox toner cartridge, a sealed bottle of vitamin B6, a red woman's high-heel shoe and a loose-leaf notebook with some pages still legible — evidently someone had thrown away a business plan for a biotech start-up.

Meanwhile, the sun had broken through the morning overcast, and the day was warming up quickly.

"Anyone thirsty?" asked Lee as she pulled a couple of bottles of spring water out of her backpack.

"Thank you, I'll have one of those, if you've got more," I said.

"Sure, they're giving them out free back at the table."

We continued to debate the relative impacts of various kinds of trash. When Lee was finished with her water, she started to crush the bottle — not the way you would crush a can, but more like rolling it up like a toothpaste tube from bottom to top.

2002 marks the 17th year for the Coastal Cleanup program. Items found in past years include a chainsaw, garage door (with opener attached), aquarium, vacuum cleaner — and, last year, 125 marine birds and animals still entangled in discarded fishing line. Worldwide, during International Coastal Cleanup Day in 2001, 755,000 people in 77 countries combed over 12,000 miles of beaches and hauled away 1.25 million pounds of trash.

Coastal Cleanup Day 2002 takes place September 21. Here are the local contacts.

• **Main Contacts** — International: (800) 262-BEACH; www.oceanconservation.org/ICC; California: www.coastal.ca.gov/publiced/ccd/ccd.html

• **Alameda Shorebird Nature Center** — Patty Donald, (510) 644-8623; padd3@ci.berkeley.ca.us

• **Port of Oakland Estuary** — Colleen Liang, (510) 627-1198; cliang@portoakland.com

• **City of Oakland Watershed Improvement Program** — Kristin Hathaway, (510) 238-7611; watershed@oaklandnet.com

• **City of Pleasanton** — Brian Lorimer, (800) CLEANUP; blorimer@ci.pleasanton.ca.us

CLEANUP CONTACTS

• **East Bay Regional Park District** — Kathleen Fusek, (510) 430-1783; kfusek@ebparks.org

• **Contra Costa Supervisor John Gioia's Office** — Terrance Cheung, (510) 374-3231; tcheu@bos.co.contra-costa.ca.us

• **City of Antioch** — Frank Palmeri, (925) 779-6955; fpalmeri@ci.antioch.us

• **City of Concord** — Jeff Roubel, (925) 671-3394; jeffr@ci.concord.ca.us

• **East Bay Regional Park District** — Kathleen Fusek, (510) 430-1783; kfusek@ebparks.org

• **San Francisco Golden Gate National Recreation Area** — Tim White, (415) 561-4971; tim_white@nps.gov

• **Marin Bay Model Visitor Center** — Keley Stock, (415) 332-3871; kstock@spd.usace.army.mil

• **San Mateo Sierra Club, Loma Prieta Chapter** — Carrie Hudiburgh, (800) CLEANUP; loma.prieta.chapter@sierraclub.org

• **Santa Clara Countywide Creek Connections Action Group** — Ed Morales, (408) 265-2607 x2880; emorales@valleywater.org

• **City of Milpitas** — Steve Smith, (408) 586-2640; smith@ci.milpitas.ca.gov

• **Santa Cruz Ecology Action** — Melissa Meng & Christian Martinez, (831) 426-5925 x28; mmeng@ecoact.org

"I also try to crush those bottles when I'm cruising," I said, "but they always seem to spring back as they sit in the trash, so it doesn't really save that much space."

"Don't you put the cap back on?"

"Huh?"

"After you crush the bottle, Max. Put the cap back on so air can't get back in, and it stays crushed. Observe..."

Lee rolled up her empty bottle as tight as she could, then screwed the cap back on top. Of course the bottle didn't spring back at all, but remained stable as a small crumpled lump of plastic.

"Why didn't I ever think of that?" I said. "The only trick I know is that you're supposed to tear the beer cans in half before throwing them overboard, so they sink faster."

Lee's friends looked at me as if I had just taken a chainsaw to an old growth redwood.

"I mean, that's what we used to do," I added hastily. "Of course, nobody does it anymore."

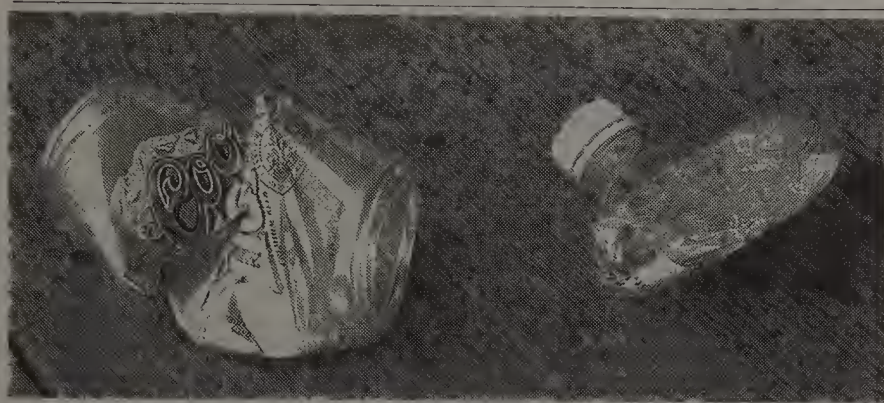
But they were still giving me that 'evil polluter' look, so I made the mistake of trying to defend the practice as harmless.

"Old beer cans are completely out of sight," I insisted. No one's ever going to go scuba diving for pleasure in the middle of the Bay. And they don't degrade into anything particularly harmful. Not nearly as bad as plastic. In fact, we even imagined we were being environmentally responsible when we went to the trouble to tear the cans."

"Well sure," one of them sneered. "Compared to throwing the can in without tearing it."

"Same with glass," I continued. "I used to have a gadget to break the bottoms of glass bottles, so we could toss them over and they'd sink fast. 'Bottle Bottom Bust-

— THE COAST IS CLEAR



Ancient and modern protocols for preparing beverage containers for disposal. (The trick is to put the cap back on the plastic bottle so it can't unroll.)

ers, I think they were called, and they used to sell them at the chandleries. In deep murky water, how does this damage anything?"

This touched off a debate about the relative damage done by cluttering up the bottom of the Bay with thin scraps of aluminum and glass versus adding to the supply of plastic waste.

These kids may be passionate, but they're not irrational. They finally agreed, after a long technical discussion, that a can on the bottom of the Bay doesn't really do all that much damage — although it was still a very bad thing to do from a "social consciousness" perspective.

"So like, our strict prohibition against throwing stuff over the side," said Lee, "is really a kind of 'environmental tokenism,' because the effect is too small to make any real difference."

"But tokens are important!" insisted the prospective crew. "That's how we change cultural attitudes, and build the political will to correct the really big sources of pollution."

"Agreed," I said. "Just as long as we're clear on why we're bringing our beer cans home to the landfill instead of letting them rest peacefully in the mud at the bottom of the Bay."

"Besides," added Lee as she produced a small bottle of carrot juice from her pack, "hardly anyone I sail with drinks beer anymore anyway."

We returned to the judges' table to turn in our log forms — most of which we filled out after the fact, making some wild guesses about numbers and weights. Our best item: a baseball cap that said "War Cry Racing Team" on the front, with pictures of an offshore racing powerboat embroidered on the sides.

But it didn't even make the finals, being clearly outclassed by a "shipwreck Barbie" on a crude raft, and by a small ornate rosewood box that said "Rover" on top and had the name of a veterinary clinic on the bottom.

I never did find a fender, but my new compass cover, with a street value of over eight dollars, was enough of a prize. And I had two good leads for new race crew.

College students may not do their dishes — but they sure like to keep the Bay clean.

— max ebb

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THE RACING

With reports this month on the mellow **Gracie & George Race**; big bucks at the **UBS Challenge** finals in Newport, RI; Jon Perkins wins the **International Knarr Championship (IKC)** in Norway; a pair of local ocean races; 'Nemesis' wins the **30th Santa Barbara-King Harbor Race**; a bunch of **U.S. Sailing national championships**; the new **Northern California Junior Olympic Festival** at SFYC; and last, but not least, the usual pile of **box scores** and **race notes**.

Gracie & George Race

Encinal YC's annual doublehanded Gracie and George Race on August 17 was attended by 23 boats, of which 21 were representing EYC. What makes the race unique and fun is that 'Gracie' gets to do all the steering, while 'George' pulls the strings.

Though attendance was down a bit from 30 boats in 2001 and 36 in 2000, the weather was fine for the 12.4-mile triangle, windward/leeward. The race started in a 15-20-knot westerly which faded to 5-10 knots as the fleet flew kites up the Oakland Estuary to the clubhouse finish.

The overall winners of the day were the talented husband/wife team of Steph-

made a game-winning decision before the start: "The boat was stiff enough to carry the #2, while almost everyone else went with blades," explained Stephanie. "We gained a lot of distance on the two upwind legs, and then bit our nails as the Merits and Moores gained on us downwind. . . We're already looking forward to next year!"

FLEET 1 (sportboats) — 1) **Bad Hare Day**, Wabbit, Sue Pfluecke/Erik Menzel; 2) **TBKFSR**, Wabbit, Marceline Therien/Joakim Jonsson; 3) **Kwazy**, Wabbit, Hillary Hansen/Colin Moore. (7 boats)

FLEET 2 (<121) — 1) **Destiny**, Catalina 42, Gillian Loza/John Foy. (3 boats)

FLEET 3 (121-149) — 1) **Harp**, Catalina 38, Linda Farabee/Mike Mannix; 2) **Mirage**, Black Soo 30, Lucie Van Breen/Ben Mewes. (6 boats)

FLEET 4 (150-179) — 1) **Noble Lady**, Beneteau 305, Stephanie Wilson/Keith Love. (3 boats)

FLEET 5 (180+) — 1) **Magic Moment**, Blue Nose 24, Shirley Temming/Jay Pyle; 2) **Fast Co. 2**, Santana 22, Leigh Trivette/Saul Schumsky. (4 boats)

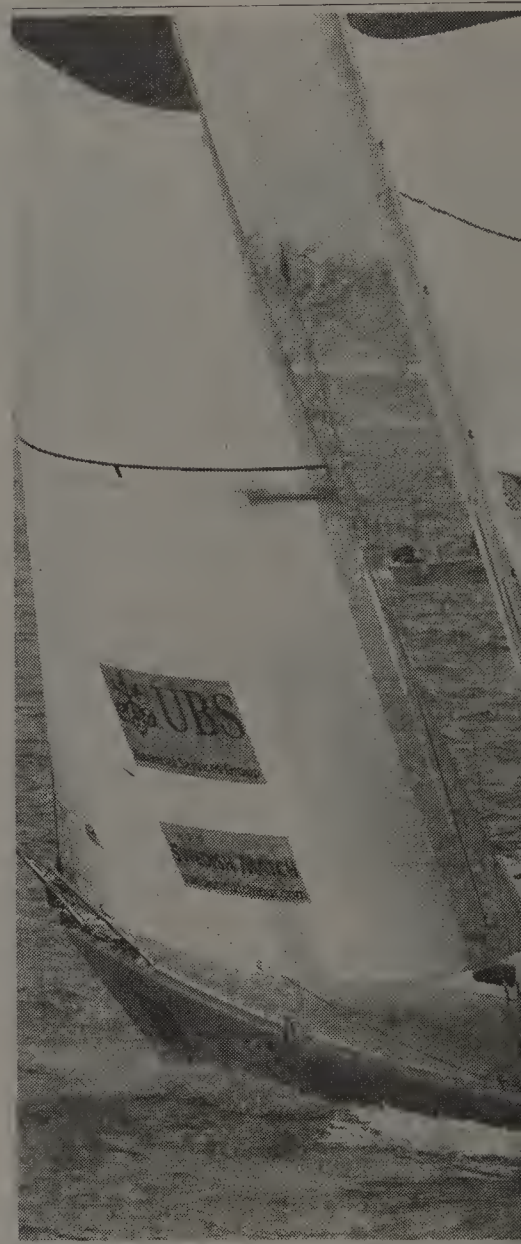
OVERALL — 1) **Noble Lady**; 2) **Harp**; 3) **Bewitched**. (23 boats)

UBS Challenge — New Blood for Match Racing in the U.S.

Most U.S. sailors' exposure to match racing is what they read or hear about the America's Cup, or who won at events held around the world on the Swedish Match Tour. West Coasters may also tune in to who's won either a Crimson Blazer or The Book at the venerable Congressional Cup in Long Beach. Even US Sailing's annual match racing national championship, the Prince of Wales Bowl (POW), doesn't receive much attention.

And since most of the handful of match races that are held here are by invitation only, this form of the sport has remained relatively exclusive.

However, while countries like Italy boast over ten times as many match race regattas as the U.S., things are starting to look up. In a three-year deal organized



by Swedish Match Tour promoter Scot MacLeod of Octagon Marketing and US Sailing, financial powerhouse UBS has begun supporting match racing in a big way: from the ground up.

This year, six regional UBS qualified regattas were held in Boston, New York, New Orleans, Chicago, Houston, and L.A., with winners invited to compete at the UBS Challenge National Championship in Newport, RI, in late July. In the next two years there will be additional qualifiers held in all US Sailing's regions, with the Nationals to constitute the POW itself (this year they were separate events). The top three finishers from this in turn were invited to compete just days later at the main event: the UBS Challenge Cup.

This brand-new Grade One event is the latest addition to the Swedish Match Tour and featured 13 invited teams from half a dozen countries, with all but four representing current and future America's Cup programs, plus the three top qualif-

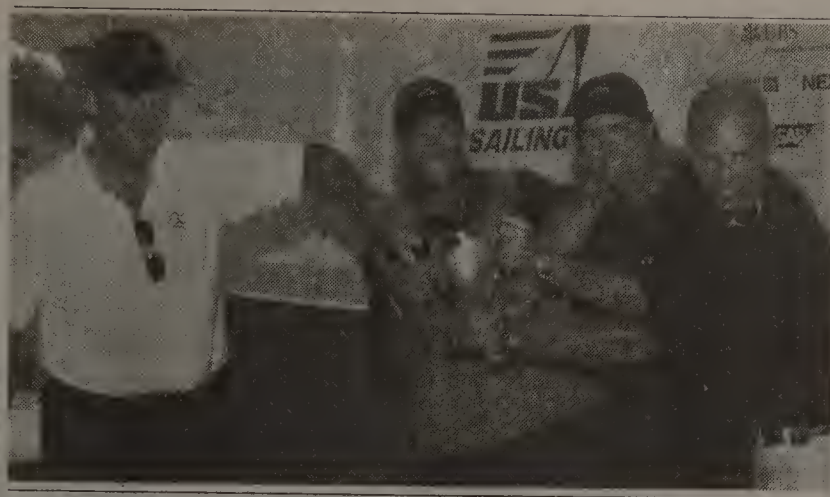


COURTESY EYC

'Noble' people Keith Love and Stephanie Wilson, winners of this year's G&G Race.

anie Wilson and Keith 'Panda' Love, who sailed their friend Gary Masari's Beneteau 305 **Noble Lady** to a narrow victory (seven seconds) over the Catalina 38 **Harp**.

The Wilson-Love duo — which sounds vaguely like a Beach Boys reunion —



ONNE VAN DER WAHL

Spread — The Outlaws chase Team Musto in the UBS Finals. Inset, from left: Law, Thompson, Davis and Brock celebrate.

ers from the UBS Nationals. Favorites included *OneWorld* skipper Peter Gilmour, who has had a long absence from Tour events; fellow *OneWorld* member James Spithall, winner of the previous Tour event in Italy; Gavin Brady from the *Prada Challenge*; local hero Ken Read from *Stars & Stripes*; Andy Green from the *GBR Challenge*; and number 3-ranked Ed Baird.

This impressive field was split into two groups of eight, with each competing in a double-round robin series, from which the top two would advance to the Semi-Final and Final rounds, and the next two would compete for fifth through eighth places. In all, \$100,000 in prize money was up for grabs, representing the richest prize money of any sailing event ever held in the States.

If this weren't significant enough, the Newport sailing venue provided plenty of

nostalgia for 'sailing past and present. Evening social events held in renowned haunts like the Candy Store and the International Yacht Restoration School conjured up the ghosts of many past America's Cups: Herreshoff, Vanderbilt, Turner, Conner, and the like. But while those famous players match raced spectacular but unequal boats offshore of Brenton Reef, competition in the UBS Challenge was held within easy reach of spectators just yards from the Hyatt Hotel on Newport Harbor's Goat Island.

J/Boats' Jeff Johnstone organized the donation of eight equally-matched J/105s, with sails provided by North. The RC work was ably handled by the New York YC, who did a credible job despite the challenges of light air, current, and not having managed any match races here since that fateful day in September, 1983.

Throughout the five days of competition the classic Newport sea breeze took its time finding the race course, prompt-

ing several delays to be endured in near-record heat. Fortunately, the Hyatt's large outdoor pavilion located adjacent to the race course afforded good shade for sponsors, spectators, and off-duty competitors, with ample entertainment and commentary provided by TV New Zealand's ever-ebullient Peter Montgomery. His narration throughout the competition infused excitement and

drama into the viewing for the hundreds of spectators on shore and perhaps thousands tuned in over local AM radio.

Another successful aspect of the event was the two Pro-Am regattas, which allows people from UBS, their guests, youth sailors, and other sponsors to experience for themselves the thrill of racing with the pros. Many participants had not set foot on board a sailboat before this, yet within minutes most were right into the game. "This kind of direct involvement of sponsors with the sailors is precisely what helped build golf into what it is now, so we feel it is an important feature of our event," said MacLeod.

And unlike many other major sporting events like the Super Bowl or the America's Cup, the Finals of the UBS were indeed exciting and ironically featured two teams not among the pre-event favorites. To get to the Finals, Ed Baird and his *Team Musto* managed in only two matches to get past former World Champion Peter Gilmour in the best-of-three series. Gilmour had the best record in the round robin, leading the group with an impressive 12-2 score. Britain's Chris Law and his *Outlaws* won the other group with a 10-4 record, but had to beat Italy's Paolo Cian from the *Mascalzone Latino AC* program in a third match to advance to the Finals.

The Finals showdown between Baird and Law, who has just returned to the game after a two-year hiatus, was indeed a shoot-out, with all the lead changes, penalties, dial-downs, and displays of boathandling finesse that makes match racing exciting for spectators and participants alike. Besides the cheers from the dozens of spectator craft on the water, we could easily hear the crowd from on shore, with Montgomery's excitement distinctly expressed in highly-amplified Kiwi.

For our efforts, the *Outlaws* — Chris, myself, *America True* veteran Tucker Thompson, and recent *Amer Sports* veteran Jeff Brock — earned the \$35K first place prize, Omega SeaMaster watches for each of us, and the satisfaction of having won the largest match race event yet in

THE RACING

America.

Equally gratifying is knowing that there is a significant commitment from an enthusiastic sponsor to grow this game to give more teams an opportunity to compete at this level. Anthony Kouton, who won the qualifier in Boston but missed making the top three into the main event, was still enthusiastic. "UBS's commitment to this event from the smaller regional qualifiers to the grand finale will ensure an avenue for up-and-coming match racers to make it through the rankings," he said. "This event was long overdue. Thanks to UBS and other supporters, we hope that American match racing has been rescued."

— dobbs davis

COURTESY IKC



Skoll A toast to the 2002 IKC champs, from left — Jeff Moseley, Melissa Purdy, Tom Purdy, and skipper Jon Perkins.

1) Chris Law, Great Britain/The Outlaws, \$35,000; 2) Ed Baird, USA/Team Musto, \$18,000; 3) Peter Gilmour, USA/Team Pizza La, \$12,000; 4) Paolo Clan, Mascalzone Latino, \$9,000; 5) Ken Read, Team Dennis Conner, \$8,000; 6) Andy Green, GBR Challenge, \$7,000; 7) James Spithill, OneWorld Challenge, \$6,000; 8) Jes Gram-Hansen, DEN/Team Victory Lane, \$5,000.

34th Knarr IKCs

An important milestone in the history of the International Knarr Class was reached in Bergen, Norway, on August 3-10 as Bay Area skipper Jon Perkins clinched the 34th Annual International Knarr Championship. Perkins, who sailed with Tom and Melissa Purdy and Jeff Moseley, became the first American overseas champion in the history of the event. Here's how it went down:

Under darkening and breathless skies, we waited on the fjord for almost four hours for enough wind to start the eighth race of the 2002 IKC. The prior day, we had waited fruitlessly for the wind to arise. This day we came to the fjord early in hopes of getting in two races, thereby completing the full complement of nine races aboard the boats we had drawn at the beginning of the week. If postponed again, Perkins would still take the trophy, leaving Larry Drew in sixth place, and ending Knud Wibroe's dramatic late ascent up the leaderboard in seventh place. (There were other American teams bouncing around the lower ranks, but that's another less fortunate, though no less interesting, story). One or two more races, however, and anything could happen.

Eventually, a cool, uncharacteristically brisk wind, accompanied by an intermittent drizzle, approached from the southeast. As crews scrambled into foul weather gear for the first time all week, the ever-vigilant and very capable race committee positioned itself to get off a start. The line

was square (as it was all week), the 'I' flag was up (as it was all week), the starting gun was fired, and the bulk of the fleet charged off to the right side of the course (as it did all week). Team Wibroe got off a bit earlier than the others, and had to go back and try again — could this be the beginning of a reversal of fortune?

After that, it was a dog fight, as crews wrestled to tame unfamiliar boats in uncommonly strong wind. At one point, I recall seeing Jon Perkins' firmly set jaw as I passed him (he was already going upwind, while I unfortunately was still going down) on his way to the top mark. At another, I remember wondering how in the hell Knud was now right behind me (later to be in front of me) given his OCS. Meanwhile, Drew and company were struggling near the middle of the fleet with their worst boat of the round-robin regatta.

And so it went. Near the end, the wind lightened, veered to the Northeast, and left us ghosting to the finish, with further random chances for gains or losses, depending on how the puff cards were dealt. Team Anderlini, having a tough week, redeemed itself with a bullet in Knarr 126, fondly known to some as the 'Great Pumpkin' because of its orange hue. The skies breathed their last, and the final race was soon abandoned.

When the final tally was taken for the week's eight races, Perkins had secured the trophy for the SFBKA. Team Wibroe rocketed to a third for the regatta, while the Drew Crew finished a respectable eighth place, comfortably among the top ten. All in all, a great result for the American teams.

Overall, it was a fantastic event, with

warm and sunny weather better fit for a Mediterranean latitude, light (6-8 knots most days), but remarkably consistent breeze, excellent race management (though the jury may still be out, or deadlocked, on the quality of the protest committee work), ice cream delivered to the becalmed boats by spunky teenage girls as we waited for wind amidst the spectacular scenery of the Norwegian fjords, and great food (culminating with slow-roasted Rudolph, steamed vegetables and rustic potatoes) prepared and served banquet style by the Fana Folkehogskule headmaster. I know now why everyone says, "You gotta go to Bergen!"

Remarkably, as Jim Skarr and I taxied to the airport on the final morning, we saw the first hard, persistent rain of our stay. We agreed we had definitely seen the best Bergen had to offer.

Congratulations to Jon, Tom, Melissa and Jeff.

— chris kelly
Admiral, S.F. Bay Knarr Fleet

1) Jon Perkins, USA, 27 points; 2) Klaus Mortensen, DEN, 37; 3) Knud Wibroe, USA, 38; 4) Richard Lie, NOR, 39; 5) Simon Christiansen, DEN, 44; 6) Jan Møller-Nielsen, NOR, 44; 7) Peter Lerbrandt, DEN, 49; 8) Larry Drew, USA, 50; 9) Ulf Røgeberg, DEN, 50; 10) Erik Bergsbakk Holter, NOR, 51. (25 boats)

Other Bay Area entries — 15) Chris Kelly; 22) Terry Anderlini; 25) John Jenkins.

Past American winners — Robert York ('69); Knud Wibroe ('71); Dewey Hines ('74); Larry Drew ('80); Chris Perkins ('92); Craig McCabe ('95).

Full results — www.bergens-seilforening.no

Two Ocean Races

The first two ocean races of OYRA's second half occurred last month. First up was Golden Gate YC's Lightship II Race on August 3, which was attended by 43 boats. To the dismay of some (and, we

suspect, glee of others), the St. Francis YC's new Aldo Alessio Race — also a sprint from the Cityfront to the Lightship and back — took place on the same day. That concurrent regatta 'stole' 56 boats (mostly one designs, including Mark Dowdy's PHRO-I stalwart *Eclipse*) and much of the sailing talent on the Bay away from OYRA's race.

The turnout in the Lightship II would have been even skinnier if it hadn't been augmented by four one ODCA classes (tallling 12 boats) making cameo appearances. YRA gives each of their 12 ODCA classes one 'free' OYRA race with their season entry fee, and this generally quick and mellow race has been popular among the one designs.

Two weekends later, an even more depleted OYRA contingent — just 23 boats — reconvened for SFYC's Southern Cross Race, a 33-mile lap around the three Approach Buoys. Like the Lightship II Race, the SoCross was held in decent winds (15-20 knots) and was over fairly quickly. As usual, PHRO-I was the most competitive fleet and, also as usual lately, the winner was Jim Coggan's well-sailed Schumacher 40 *Auspice*.

There are three more races on the 2002 OYRA schedule — the Windjammers (August 30), Drake's Bay (Sept. 28-29), and the Junior Waterhouse (Oct. 12). See www.yra.org for full results and cumulative scores.

LIGHTSHIP II (GGYC: Aug. 3: 25.4 miles):

PHRO-I — 1) *Auspice*, Schumacher 40, Jim Coggan; 2) *Jarlen*, J/35, Bob Bloom; 3) *Kokopelli*, SC 40, Kevin Rooney; 4) *Cipango*, Andrews 56, The Bartons. (9 boats)

PHRO-II — 1) *Remedy*, Beneteau 42s7, Kenneth Pimentel; 2) *Dance Away*, Santana 35, Doug Storkovich; 3) *Two Scoops*, Express 34, Chris Longaker/Tom Goodwin. (7 boats)

MORA-I — 1) *Mirador*, Antrim 27, Jody Harris/Annie Simpson. (3 boats)

MORA-II — 1) *Silkye*, WylieCat 30, Steve Seal/John Skinner; 2) *Hot Chocolate*, Newport 30, Jon Nicholas; 3) *Sorcerer*, C&C Half Ton, Greg Cody. (7 boats)

SHS — 1) *Polar Bear*, Antrim 27, Richard Ray; 2) *Troubadour*, J/33, Robert Johnson. (5 boats)

CAL 29 — 1) *Serendipity*, Thomas Bruce. (2 boats)

CATALINA 30 — 1) *Missy B*, Russell Calvery; 2) *Eurydice*, George Biery. (4 boats)

NEWPORT 30 — 1) *Fast Freight*, Bob Harford. (2 boats)

OLSON 25 — 1) *Hamburger Haus*, Jens Jensen; 2) *Cayenne*, John Young. (4 boats)

SOUTHERN CROSS (SFYC: Aug. 17: 33.1 miles):

PHRO-I — 1) *Auspice*, Schumacher 40, Jim

Coggan; 2) *Kookaburra*, J/105, Craig Mudge; 3) *Fast Forward*, Aerodyne 38, Dan Benjamin. (8 boats)

PHRO-II — 1) *Dance Away*, Santana 35, Doug Storkovich; 2) *Remedy*, Beneteau 42s7, Kenneth Pimentel; 3) *True North*, C&C 37, Jeff Dunnivant. (7 boats)

MORA-I — 1) *Hurricane*, Express 27, Russ Rieber. (3 boats)

MORA-II — 1) *Silkye*, WylieCat 30, Steve Seal/John Skinner. (1 boat)

SHS — 1) *Polar Bear*, Antrim 27, Richard Ray; 2) *Pegasus*, Celestial 32, Robert Maddison. (4 boats)

Santa Barbara-King Harbor Race

The 30th Santa Barbara-King Harbor Race attracted a great turnout — 128 boats — on Friday, August 2. The 81-mile downwind sprint around Anacapa Island and on to King Harbor was sailed in light to moderate winds and flat water, perfect conditions for Bill Gibbs' sexy-looking 52-ft 'beach cat' *Afterburner* to set a new absolute course record of 6 hours, 41 minutes. That lowered the existing multihull record, set in 1987 by Mike Leniman, by just two minutes.

Gibbs and his *Afterburner* buddies (tactician Mark Michaelsen, Don Meifert, Vincent Schmitt, John Dodson, and Rick Quist) realized they had a shot at the record when they were about halfway across Santa Monica Bay. Accordingly, they put up their big kite and pushed really hard for the last 45 minutes — coming in at 6:41 p.m., just under the wire. The first, monohull, Doug Baker's Andrews 70+ *Magnitude*, finished much later after 8 hours, 24 minutes of sailing — well off the monohull record of 6 hours, 54 minutes, which they set in the breezy '99 race.

Paul Martson's Encinal YC-based Antrim 27 *Nemesis* had the best corrected time in the monohull fleet. Martson, a Cisco marketing executive, sailed with just two other crew, Debbie Cohn and Melges 24 owner Dean Daniels. The trio sailed with a rudder borrowed off Rob Kessel's sistership *Abracadabra II*, as they'd "taco'd" theirs the weekend before at the Second Half Opener.

"Going really light may have helped,"

explained Martson, who had previously done the race a few times on his Olson 30 *Lurker*. "But mainly we won because we listened to the locals about what to do. We set early and sagged low, aiming for the middle of Anacapa. We got lifted up just like they said, rounding the island with a Schock 40 and a SC 50. The rest of the race was pretty straightforward — we just peeled to our big PHRF kite, and VMGed it for the finish."

Other noteworthy finishes were turned in by Cita Litt's bright yellow Schock 40 *Cita*, which easily topped ULDB-A with Oracle Racing coach Dave Ullman aboard. Two other Bay Area boats participated in the mellow race — Mark and Anne Thomas' N/M 39 *Raven* and the Wanderer's 63-foot cruising cat *Profligate*. Neither did nearly as well as *Nemesis*.

Though not quite as fast as the last few years, this was still a good year for this popular SoCal drag race. "It was sur-



GEORGE ELLISON

On a roll — Jim Coggan's green Schumacher 40 'Auspice' port tacked the fleet at the start of the Lightship II Race and never looked back.

prisingly pleasant this time," claimed SB-KH veteran Mike Priest, who runs *Pen-dragon 4*. "Other than an hour of light wind before the westerly filled in, it was



really easy. For once, there was no hole and very little kelp behind Anacapa, so everyone blasted through the lee without a problem."

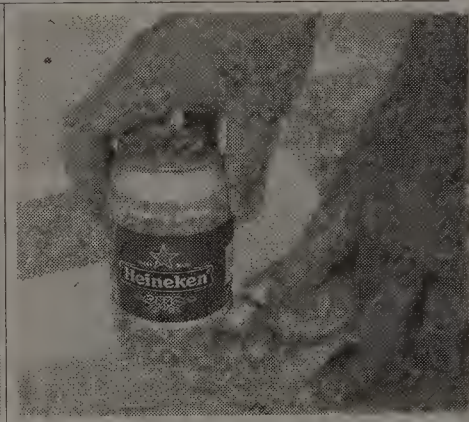
The shoreside festivities for the 30th anniversary race were equally fun. As usual, the race coincided with the beginning of Santa Barbara's lively Old Spanish Days Fiesta, and many of the younger crews waded into the Spring Break-type frenzy on State Street on Thursday night.

SB-KH memories, clockwise from upper left — 'Afterburner' at the start of her record run; the SC 50 'Bay Wolf' at Anacapa; confusion reigned at the ULDB-A start; the off watch enjoyed an after dinner movie on the J/160 'Stark Raving Mad'; Debbie Cohn surfing on the Antrim 27 'Nemesis' at sundown; the DenCho 51 'Arana' was over early, but recovered to take second in PHRF-A.

Both yacht clubs also rolled out their red carpets for the large fleet, with a barbecue in Santa Barbara beforehand and the traditional shrimp feed/awards ceremony at King Harbor.

Check www.sbyc.org or www.kh-yc.org for full results.

ULDB-A — 1) Cita, Schock 40, Cita Litt; 2) Quantum, Andrews 56, Udo Gietl; 3) Pendragon 4, Davidson 54, John MacLaurin; 4) On Point, Schock 40, Nick Martin; 5) Locomotion, Andrews 45, Winslow Lincoln; 6) Schockazulu, Schock 40, Tom & Jane Schock; 7) Victoria 5, Andrews TP-52, Mike



COURTESY NEMESIS

Clockwise from upper right — 'Stark Raving Mad' approaches Point Dume; the doctor ordered a Heineken applied to this stubbed toe; overall winners Debbie Cohn, Dean Daniels and Paul Martson; a bow-on shot of the light-blue 50-footer 'Adrenalin'; 'Electra', a twin-ruddered Open 5.7, passed most of the bigger boats at multihull-like speeds. All photos latitude/rob except as noted.

Campbell. (14 boats)

ULDB-B — 1) **Max Q**, Melges 30, Lupton/Steinberg; 2) **Paddy Wagon**, Ross 40, Richard & Jan Mainland; 3) **Tabasco**, 1D-35, John Wylie; 4) **Ghost II**, Farr 395, Al Berg. (12 boats)

ULDB-C — 1) **Wildcat**, Cheetah 30, John Staff; 2) **In the Fridge**, Melges 24, Mark Golison; 3) **Ono**, Olson 40, Galloway/Folkman; 4) **P.O.M.**, SC 40,

David Pauler. (13 boats)

ULDB-D — **Nemesis**, Antrim 27, Paul Martson; 2) **Defiance**, B-32, Scott Taylor; 3) **Belly Dancer**, J/105, Art McMillian; 4) **Shiver**, SC 27, Brennan Moore; 5) **Mischief**, J/105, Pinckney/Hardy. (16 boats)

PHRF-A — 1) **Pendragon II**, Davidson 44, David Gray; 2) **Arana**, DenCho 51, John Carroll; 3) **Gold Digger**, N/M 50, Steiner/Fell. (9 boats)

PHRF-B — 1) **Restless**, Schock 35, Tom Parker; 2) **Blade Runner**, Express 37, Mick Schlens; 3) **Whiplash**, Schock 35, Ray Godwin; 4) **Gator**, Frers 38, Tom Wheatley; 5) **Sidekick**, J/37, Bill Webster; 6) **Strider**, J/35, John Grether. (18 boats)

PHRF-C — 1) **Rush Street**, J/29, Larry Leville; 2) **Elan**, Tartan 3500, Doug Mills; 3) **Wind Dancer**, Catalina 42, P.K. Edwards; 4) **Radiant**, Cal 40, Fin Bevan; 5) **Trigger Fish**, Capo 30, Steve Troeger. (15 boats)

PHRF-D — 1) **Lost Bikini**, Hunter 376, Dennis West; 2) **Friction Loss**, J/30, Shawn Ivie; 3)

THE RACING

Crossfire, Cal 36, Fritz Dawson. (7 boats)

ORCA — 1) **Tyger Tyger**, 28-ft. cat, Geof Deutschmann; 2) **Mental Floss**, F-31, Jeff Cohen; 3) **Exit**, Custom Tri, George & Kurt Mayol; 4) **Freedom Dance**, F-24 Mk. II, Jerry Grant. (12 boats)

CRUISING — 1) **Incredible**, Swan 53, Rick Gorman; 2) **Enamorada**, Cal 30-3, William Barnard; 3) **Gypsy**, Columbia 52, Steve Washburn. (2 boats)

NorCal Junior Olympic Regatta

San Francisco YC hosted the first annual Northern California Junior Olympic Festival on August 10-12. The regatta, part of a several-years-old national sailing circuit for kids under 19 years old, attracted 61 sailors — a pretty good turnout considering the hefty entry fee (\$100) and the US Sailing membership requirement (\$15 for youth members).

Racing occurred in five different classes in the protected waters just outside the club breakwater, with the growing Optimist fleet fielding three classes based on skill level. Significantly, there was no El Toro class at the Junior Olympics — two kids showed up with Toros, but were quickly talked into racing Optis.

The three-day event (Saturday through Monday) coincided with the end of the SFYC junior sailing program on Friday, August 9. About half of the kids at the 'J.O.' were from the host club, and seemingly every SFYC parent was involved in making the weekend a big success. To spread the load around, the event will probably rotate around among Bay Area clubs. "Look for it to be either at Encinal or Santa Cruz next year," said Don Jesberg, PRO for the Optimist class.

Highlights of the nine-race, one-throwout series included an opening pep

the event with Jill Mantz. "However, it was worth it all to see the smiles on the kids' faces."

29er — 1) Cameron McClosey/Morgan Gutenkunst, SFYC, 8 points; 2) Rikard Gunnun/Tylor Dibble, SFYC, 21. (4 boats)

CFJ — 1) Edward Gardina/Fernanda Schlender, SeqYC, 14 points; 2) Erik Glaser/Michael Mann, EYC, 22; 3) Will Kendrick/Thomas Brook, EYC, 29; 4) Sean Kelly/Mackenzie O'Donnall, SFYC, 32. (9 boats)

LASER — 1) Bradley Nieuwstad, SCYC, 9 points; 2) Brittany Widzer, EYC, 20. (5 boats)

SPLASH — 1) Matt Spevak, SFYC, 13 points; 2) Aaron Dorbrand-Lo, EYC, 15. (5 boats)

OPTI GOLD — 1) David Liebenberg, RYC, 19 points; 2) Rogan Kriedt, SCYC, 25; 3) Devon Lindsley, EYC, 32; 4) Cody Nagy, SFYC, 34. (11 boats)

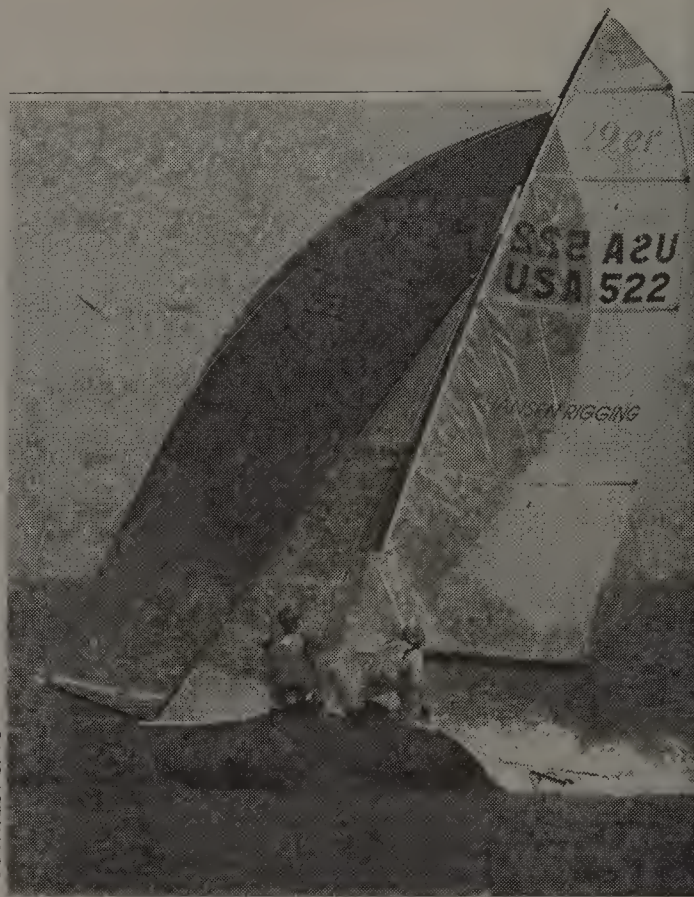
OPTI GREEN — 1) Ellie Buckingham, SFYC, 17 points; 2) Chris Jeffries, SFYC, 19. (6 boats)

OPTI SILVER — 1) Russ Schuldts, RYC, 11 points; 2) Michael Grove, StFYC, 17; 3) Jordan Stern, SFYC, 26. (8 boats)

Full results — www.sfyf.org.

US Sailing Championships

Last month six US Sailing national championships were held in various corners of the East Coast — Chicago (disabled sailors), New Orleans (girls' single-handed), Michigan (mens' single-handed), Virginia (youth single and double), and



COURTESY SFYC

Future Olympians? Skipper Rickard Grunnan and crew Tyler Dibble shred the Bay in their 29er during August's inaugural NorCal J.O.'s.

held on San Francisco Bay this year — the Adams Cup (women's keelboat) on October 5-9, hosted by SFYC.

Compete results, as well as occasional write-ups and photos, of the following regattas may be found at www.ussailing.org.

INDEPENDENCE CUP (ChiYC: Aug. 3-5; 9 races):

FREEDOM 20 — 1) John Kostanecki/Jim Leatherman, 18 points; 2) Guay/Cormier, 20; 3) Mitchell/Gruson, 26. (14 boats)

2.4 METER — 1) Roger Cleworth, 13.7; 2) John McRoberts, 13.7; 3) Tom Franklin, 14.7. (12 boats)

NorCal entries — Hartz/Greener (7th in Freedom 20s); Meyer/Passaro (13th in Freedom 20s);

LEITER TROPHY (Southern YC: 7/31-8/4):

1) Paige Railey, Clearwater YC, FL, 7 points; 2) Emily East, Fairhope YC, AL, 34; 3) Abigail Devlin, Ram Island YC, CT, 35; 4) Emily Hill, Coral Reef YC, FL, 52; 5) Christina Falcone, Bayview YC, MI, 53. (55 Laser Radials; 8 races w/1 throwout)

NorCal entries — 12) Mallory McCollum; 15) Nicole Sterley; 42) Lauren Durfee; 46) Brittany Widzer; 47) Cory Lutchansky; 49) BJ Clausen; 53) Katie Nolan.

O'DAY TROPHY (Crescent Sail YC: Aug. 8-11):

1) David Wright, 28 points; 2) Andrew Campbell, 30; 3) Chris Raab, 38; 4) Mike Wilde, 42; 5) Clay Johnson, 45. (16 Lasers; 9 races w/ no throwouts)

NorCal entries — None.

SMYTHE TROPHY (Hampton YC, VA: Aug. 10-14):

1) Mike Wilde, Rochester YC (NY), 12 points; 2) Matthew Barry, Riverside YC (CT), 14; 3) Kyle Kovacs, Brant Beach YC (NJ), 16; 4) Michael Scott, Kaneohe YC (HI), 25; 5) John Romanko, Royal Vancouver YC (BC), 27. (20 Lasers; 7 races w/1 throwout)



COURTESY SFYC

talk by local hero Russ Silvestri, coaching before and after the races for each class (notably, Tom Coleman came out from Tennessee to coach the Optis), and dinners every night. "It was a ton of work," allowed Camille Dibble, who co-organized

Junior Olympian Connor Dibble shows excellent form in his Laser.

Maryland (youth keelboat). A bunch more championships are coming up in the next few months, including the only one to be

NorCal entry — 12) Jonathan Goldsberry, San Francisco YC.

BEMIS TROPHY (Hampton YC, VA, Aug. 10-14):

1) Erik Storck/Zach Goldman, Northport Bay SA (NY), 12 points; 2) Adam Roberts/Anna Brun, San Diego YC, 17; 3) Phil Stemler/Whitney Loooufek, Newport Harbor YC, 20; 4) Ben Sampson/Mike Komar, Plymouth YC (MA), 22; 5) Zack Kavanaugh/Gardiner Bowen, New Bedford YC (MA), 43. (20 Club 420s; 7 races w/1 throwout)

NorCal entries — 7) Liz Roundtree/Crystal Bronte, SFYC; 19) Casey Williams/Kristin Rittenhouse, SFYC.

SEARS CUP (US Academy, MD, Aug. 11-15):

1) Tedd White (skipper), David Harris, Alex Bernal, Duncan Shea, Santa Barbara YC (Area J), 32 points; 2) Eric Bradley, Jolly Roger SC (Area E), 33; 3) Sam Waller, Gulfport YC (Area D), 39; 4) Chris Flynn, Houston YC (Area F), 43; 5) Charles Enright, Bristol YC (Area A), 46. (10 Colgate 26s; 10 races w/1 throwout)

NorCal entry — 6) Brooks Reed (skipper), Jess Wedler, Matt Noble, Meaghan Castruccio, Noe Goodman (alternate), Richmond YC (Area G).

Box Scores

Following are brief reports on other regattas which occurred last month:

SECOND HALF OPENER (EYC, Saturday, July 27):

HDA-G (< 89) — 1) **El Ocaso**, J/120, Rick Wesslund; 2) **Chance**, J/120, Barry Lewis; 3) **Dayenu**, J/120, Dennis Jermaine/Don Payan; 4) **Secret Squirrel**, Schock 40, John Cladianos; 5) **Astra**, Farr 40, Mary Coleman; 6) **Twist**, J/120, Timo Bruck. (15 boats)

HDA-H (90-115) — 1) **Illusion**, Cal 40, Sally & Stan Honey; 2) **Two Scoops**, Express 34, Chris Longaker/Tom Goodwin. (6 boats)

HDA-J (116-160) — 1) **Hum**, J/80, David Pacchini; 2) **Silkye**, WylieCat 30, John Skinner/Steve Seal; 3) **Windwalker**, Islander 36, Richard Schoenhair/Greg Gilliam. (8 boats)

HDA-K (161-186) — 1) **Eclipse**, Hawkfarm, Fred Hoffman; 2) **Don Wan**, Santana 28, Don Kunstler. (4 boats)

HDA-M (189-up) — 1) **MyToy**, Ranger 26, David Adams; 2) **Star Ranger**, Ranger 26, Simon James; 3) **Silent Movee**, Islander 28, Patrick Fryer. (8 boats)

SPORTBOAT — 1) **Stega**, Express 27, Larry Levit; 2) **Family Hour**, Olson 30, The Bilafers; 3) **Run Wild**, Olson 30, Dale Scoggin. (8 boats)

SF-30 — 1) **Ixxis**, Olson 911-S, Ed Durbin; 2) **Jane Doe**, Olson 911-SE, Bob Izmirian; 3) **Preparation J**, J/30, Ron Tostenson; 4) **Enigma**, Capo 30 mod., Bob Hultman; 5) **Jeannette**, Tartan Ten, Henry King. (12 boats)

ANTRIM 27 — 1) **Always Friday**, John Liebenberg; 2) **Kind of Blue**, Steve Saperstein. (4 boats)

ARIEL, ETC. — 1) **Parranda**, Pearson 26, Vladimir Bravo-Salazar. (3 boats)

CAL 29 — 1) **Bluejacket**, Bill O'Connor. (1 boat)

CATALINA 30 — 1) **Eurydice**, George Nlery; 2) **Starkite**, Laurie Miller. (4 boats)

EXPRESS 37 — 1) **Golden Moon**, Kame

Richards/Bill Bridge. (2 boats)

MERIT 25 — 1) **Chesapeake**, Jim Fair; 2) **Half Fast**, Bill Schwob. (5 boats)

ISLANDER 36 — 1) **Tom Cat**, Barry Stompe; 2) **Blue Streak**, Donald Schumacher; 3) **Zoop**, Paul & Mary Tara. (8 boats)

NEWPORT 30 — 1) **Harry**, Dick Aronoff; 2) **Fast Freight**, Bob Harford. (4 boats)

OLSON 25 — 1) **Clean Sweep**, Tom Nemeth; 2) **Baleineau**, Charlie Brochard. (6 boats)

SANTANA 22 — 1) **Carlos**, Jan Grygier; 2) **Anemone**, Hank Lindemann. (4 boats)

SANTANA 35 — 1) **Breakout**, Lloyd Ritchey. (2 boats)

SVENDSEN'S SUMMER SPLASH (EYC, Aug. 3):

OPTIMIST — 1) Michael Grove; 2) Lindsay Grove; 3) Jesse Hugin. (7 boats)

SPLASH/BYTE — 1) Max Paulus; 2) Aaron Dornbrand-Lo; 3) Clair Blakey. (7 boats)

CFJ — 1) Megan Grove/Mary Glaser. (2 boats)
(9 races w/1 throwout)

ESTUARY INTERCLUB #5 (TIYC, Aug. 8):

FLEET 1 (< 173) — 1) **Fayaway**, 'Sigma', Ted & Dianne Keech; 2) **Wind Dragon**, Catalina 34, Dave Davis. (6 boats)

FLEET 2 (174-186) — 1) **Lelo Too**, Tartan 30, Emile Carles. (3 boats)

FLEET 3 (> 186) — 1) **Dulcinea**, Killer Whale, Mike Mathiasen. (2 boats)

CATALINA 34 — 1) **Mottley**, Chrls Owen; 2) **Freja**, George Bean. (5 boats)

FLEET 5 (non-spinnaker) — 1) **Georgla**, Custom 40, Ben Mewes; 2) **Compass**, Catalina 36, Harlan & Kent Van. (5 boats)

54; 8) Ross MacDonald/Eric Jespersen, 58; 9) Bill Buchan/Mark Brink, 62; 10) Gavin Brady/Rodney Kenann, 70. (74 Stars)

Other NorCal entries — 16) Paul Cayard/Hal Hanael; 36) Doug Smith/Marty Dalton; 45) Steve Gould/Jon Rogers; 49) Nedko Vassilev/Paul Erickson; 71) Scot Merrick/Don Taylor.

EL TORO NAs (Huntington Lake, Aug. 5-8):

GOLD — 1) Hank Jotz, 8 points; 2) Tom Burden, 10; 3) Andy Goodman, 11; 4) Vaughn Seifers, 28; 5) Fred Paxton, 30; 6) John Gilmour, 30; 7) Gordie Nash, 35; 8) Dave Albright, 36; 9) George Morris, 38; 10) John Amen, 40. (18 boats)

SILVER — 1) Vickie Gilmour, 7 points; 2) Greg Morrill, 14; 3) Bruce Heckman, 20; 4) Vern Tucker, 25; 5) John Pacholski, 27. (12 boats)

INTERMEDIATE — 1) Noe Goodman, 5 points. (2 boats)

JUNIOR — 1) Martin Sterling, 5 points; 2) Brooks Reed, 11; 3) David Leibenberg, 3; 4) Rogan Kreidt, 22; 5) Alex Lowry, 25; 6) Max Fraser, 28; 7) Ben Bradley, 35; 8) Drew Morton, 38; 9) Claire Dennis, 40; 10) Ryan Bailey, 44. (17 boats)
(6 races; 1 throwout)

SANTANA 20 NATIONALS (Del Rey YC, Aug. 5-9):

1) **Disaster Area**, Chris Winnard (with Andrew Kerr and Bill Ramacciotti), SWYC, 10 points; 2) **Cal Trans**, Charlie Ogletree, NHYC, 16; 3) **Mini-Me**, Bruce Golison, ABYC, 20; 4) **Altitude Sickness**, Payson Infelise, ABYC, 26; 5) **Voo Doo Chicken**, Greg Helias, DRYC, 47; 6) **Bustin Loose**, Rick Harris, CorYC, 56; 7) **Puffin**, Chris Wright, MBYC, 63; 8) **Giddy Up**, Ron Fish, EugYC, 65; 9) **Head First**, Willem Van Waay, CorYC, 67; 10) **Bandit**, Mike



MULTIHULL (spinnaker) — 1) **Raptor**, F-27, Todd Olsen; 2) **Three Sigma**, F-27, Chris Harvey. (4 boats)

MULTIHULL (non-spin) — 1) **Prime Directive**, F-31, Dave Gilman; 2) **Triple Play**, F-31, Richard Keller. (5 boats)

KING OF SPAIN (CalYC, Aug. 10-11; 4 races):

1) Max Treacy/Anthony Shanks, 37 points; 2) Augie Diaz/Christian Finnsgard, 46; 3) Howie Schiebler/Rick Peters, 47; 4) Mark Mansfield/Killian Collins, 49; 5) Peter Vessella/Brian Fatih, 51; 6) Ian Walker/Nick Williams, 52; 7) Paul Sustronk/Mike Wolf,

Optimistic kids — Svenden's Summer Splash, held at EYC on August 3, was small but fun.

Cheda, SCCYC, 72. (29 boats; 8 races w/1 throwout)

S.F. CLASSIC REGATTA (StFYC, Aug. 16-18):

BUOY RACING — 1) Phil McGain, 7 points; 2) Dale Cook, 17; 3) Mike Zajicek, 25; 4) Rob Hartman, 27; 5) Steve Sylvester, 31; 6) Mike Percey, 48; 7) Bill Weir, 56; 8) Steve Bodner, 71; 9) Luke Raymond, 74; 10) Brian McDougall, 75. (41 boards; 7 races, no throwouts)

THE RACING

SAN FRANCISCO CLASSIC — 1) Mike Zajicek; 2) Steve Sylvester; 3) Jean Rathle; 4) Chris Radkowski; 5) Phil McGain; 6) Rob Hartman; 7) Luke Raymond; 8) Brian MacDougall; 9) Bill Weir; 10) Vlad Moroz. (40 boards; 19 DNF)

ULTRANECTAR CHALLENGE — 1) Phil McGain; 2) Rob Hartman; 3) Brian MacDougall; 4) Mike Percey; 5) Chris Radkowski; 6) Bill Weir; 7) Jean Rathle; 8) Mike Zajicek; 9) Steve Sylvester; 10) Andreas Macke. (19 boards)

COLLEGIATE PRESEASON RANKINGS (8/14):

COED — 1) Harvard; 2) St. Mary's; 3) Tufts; 4) **Hawaii**; 5) Dartmouth; 6) **USC**; 7) Hobart/Wm. Smith; 8) **Stanford**; 9) Kings Point; 10) Yale; 11) Georgetown; 12) Boston College; 13) Brown; 14) Charleston; 15) Navy; 16) Old Dominion; 17) Rhode Island; 18) **UC Santa Barbara**; 19) Washington; 20) **UC Irvine**.

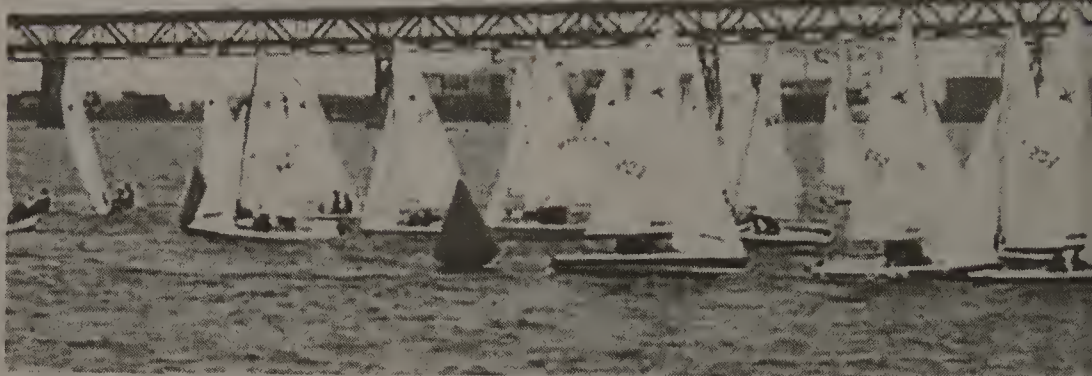
WOMEN — 1) St. Mary's; 2) Old Dominion; 3) Brown; 4) Yale; 5) Tufts; 6) Charleston; 7) Connecticut College; 8) Hobart/Wm. Smith; 9) Georgetown; 10) Dartmouth; 11) **Stanford**; 12) **Hawaii**; 13) Harvard; 14) South Florida; 15) Navy.

LIDO 14 NATIONALS (Sequim Bay YC: 8/11-15):

GOLD — 1) Mark Gaudio/John Papadopoulos, 6 points; 2) Bob Yates/Pat Kincaid, 21; 3) Eric & Alexa Kowanacki, 27; 4) Freddie & Fred Stevens, 28; Roger Patterson/Kathy Allen, 35. (16 boats)

SILVER — 1) Garrett Johns/Don Depew, 13

COURTESY SIFYC.COM



Nick Adamson and Jago Macleod won the Vanguard 15 Nationals as we were going to press. More next month — meanwhile, see 'box scores'.

points; 2) Ron & Nicole Runyon, 23; 3) Roger & Anne Hinton, 24. (15 boats)
(7 races w/1 throwout)

FALL ONE DESIGN (SCYC Aug. 17):

SC 27 — 1) **Racer X**, Mark Shipper, 2 points; 2) **Hanalei**, Schuyler/Neaf, 4; 3) **Sumo**, Casady/Livingston, 4. (6 boats; 3 races w/ 1 throwout)

SANTANA 22 — 1) (tie) **Gypsy**, Bridget Binko, and **Tara**, Orion Pritchard, 1 point. (4 boats; 2 races w/1 throwout)

MOORE 24/MELGES 24 — No starters (all SFYC Summer Keelboat Regatta).

FALL SCORE/DDH #1 (SCYC Aug. 18):

CLASS A — 1) **Outrageous**, Olson 40, Linkmye Brown. (3 boats)

CLASS B — 1) **Details**, Andrews 30, John Panchillo. (2 boats)

CLASS C — 1) **Bullet**, Olson 30, Mike Gross; 2) **Warpath**, Olson 30, Boraston/Gilliam; 3) **Capitol Affair**, Olson 30, John Buchanan. (6 boats)

DOUBLEHANDED — 1) **Nobody's Girl**, Moore 24, Sydnie Moore; 2) **Wildfire**, Moore 24, Howard Ruderman; 3) **Cadenza**, Moore 24, Bruce Donald. (7 boats)

HARKEN

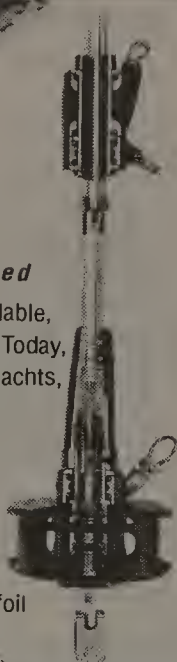
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FRANK'S TRACT (ACYC: Aug. 17-18; 3 races):

1) **Caribbean Lights**, Columbia 5.5, Terry Dobbell, StkSC, 3 points; 2) **Dream Chaser**, C-22 Mk. II, Randy Garrett, ACYC, 7; 3) **Perfect Fit**, Neptune 24, Mark Westerman, NoYC; 9; 4) **Snabbu**, Folkboat, Michael Jackson, ACYC, 13. (10 entries)

MERCURY NATIONALS (MPYC: Aug. 9-11; 5 races):

1) Dick Clark/Brent Harrill, 15 points; 2) Doug and Michael Baird, 16; 3) Jack McAleer/Marty Gringas, 20; 4) Dave West/Chris Krueger, 23; 5) Pat and Brendan Bradley, 27; 6) Pax Davis/Dave Morris, 27; 7) Don Whelan/Mark Lord, 28. (13 boats)

SSS HALF MOON BAY (HMBYC: Aug. 24; 24.5 nm):

DH-II (< 130) — 1) **Ausplce**, Schumacher 40, Jim Coggan. (3 boats)

DH-III (130-168) — 1) **Sail A Vie**, Ericson 35, Phil MacFarlane. (1 boat)

DH-IV (> 168) — 1) **Chelonla**, Yankee 30, Ed Ruszel. (3 boats)

DH-V (non-splny) — 1) **Stormrider**, Aphrodite 101, Dgn McCrea. (1 boat)

DH-ULDB — 1) **Desperado**, Express 27, Mike Bruzzene; 2) **Fast Forward**, Aerodyne 38, Dan Benjamin. (4 boats)

OVERALL DOUBLEHANDED — **Ausplce**.

SH-II (< 130) — 1) **Timber Wolf**, Farr 38, Dave

Hodges; 2) **Xpression**, C&C 110, Dirk Husselman. (5 boats)

SH-III (130-168) — 1) **Constellation**, Wylie 33, Tom Krase. (1 boat)

SH-IV (> 168) — 1) **Emerald**, Yankee 30, Peter Jones; 2) **Sea Witch**, Yankee 30, Robert Boyton. (4 boats)

SH-ULDB — 1) **Starbuck**, Blacksoo 30, Greg Nelson. (1 boat)

OVERALL SINGLEHANDED — **Timber Wolf**.

VANGUARD 15 NATIONALS (StFYC: Aug. 23-25):

1) Nick Adamson/Jago Macleod, 33 points; 2) Bill Hardesty/Lisa Keith, 41; 3) Will Graves/Thad Lieb, 73; 4) Matthew Sessions/Avery Patton, 74; 5) Kenny Wolfe/Jen Doreck, 76; 6) Matt McQueen/Mark Breen, 82; 7) Bart Hackworth/Mikey Murrison, 100; 8) Tyler Pruett/John Boyd, 101; 9) Brent Marsden/Jake Scott, 113; 10) Carisa Harris Adamson/Luke Raymond, 130; 11) Kara Forman/Mark Bellerma, 149; 12) Adam Deermount/Carlos Lenz, 154; 13) Ken Turnbull/Jordan Parker, 185; 14) Zach Conrad/Jenny Barba, 194; 15) Alice Manard/Anika Leerssen, 195. (40 boats; 12 races w/1 throwout)

Race Notes

Sale boats of the month: The **Mullen family** (dad Jim, sons Brian and Kevin)

are moving up from their actively-campaigned J/24 *Blue J* to a new J/105 to be named **Cuchulainn**. The new boat, hull #601, will debut at the Big Boat Series. J/Boat builder TPI was planning to stop at hull #600 for a few months in order to make room for the J/109 production line, but Don Trask persuaded them to squeeze in one more boat.

Longtime Santa Barbara campaigner **Dick Compton** has an exciting new 77-foot Andrews-designed sled underway at Dennis Choate's Long Beach boatyard his fifth boat from Choate, and second from Alan Andrews. Though similar in length and displacement to *Pegasus* and *Pyewacket*, the new carbon boat will feature a lifting keel (to get in and out of the shallow harbor), a cruising interior, a fractional rig (with masthead kites), swept-back spreaders and a user-friendly, "non-runner dependent" mast. The new boat will launch this spring, and Compton's current steed, the Andrews 70 *Alchemy*, is accordingly for sale.

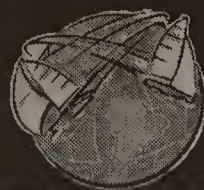
38 Special: The **38th Big Boat Series**, hosted by StFYC on Sept. 12-15, is just around the corner. Race officials are op-



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THE RACING SHEET

timistic that the turnout will meet or exceed the record 112-boat fleet of 2000, though it's still a little early to know for sure who's coming. At the moment, twelve fleets are expected to compete: three divisions of Americap II, the TP-52s (five boats), Farr 40s (low 20s, including four from back East), SC 50/52 (which will race 'Americap one design'), J/120s, Beneteau 40.7s, Express 37s, 1D-35s, J/35s, and the ubiquitous J/105s.

Yikes! Corinthian YC's popular Friday night races have had their share of excitement lately. **Big Wow**, a Rhodes 19, broached and swamped in a gust near Yellow Bluff buoy in a race at the end of July. Happily, the crew was quickly rescued by fellow racer Mike Campbell's Lancer 30-5 **Geronimo** and the Rhodes, which had positive flotation, was soon towed in to Sausalito and refloated. Several weeks later, the J/105 **Sabertooth** lost their spinnaker trimmer overboard during a jibe. The sheet was wrapped around the victim's hand, so she was dragged behind the boat before being promptly pulled back aboard. An ambulance took her to Marin General afterward,



Cool plate of the month, spotted at SFYC.

where her hand was X-rayed and pronounced okay.

Mexico musings: Last time we checked Newport Harbor YC's website (www.nhyc.org) there were nine boats signed up for their Oct. 30-Nov. 1 **Isla Navidad Race**: *Magnitude*, *Pyewacket*, *Medicine Man*, *Victoria 5*, *J-Bird III*, *Stealth Chicken*, *Adrenalin*, *Gatecrasher* and *Patriot*. Other boats rumored to be considering the new NHYC/LBYC-hosted 1,178-mile Mexican race include *Zephyrus V*, *Vicki*, *Grand Illusion*, *Cantata*, *Bay Wolf*, *Bull*, *Jeantex* and *Bolt*. As usual, many of the skippers are waiting until

the last minute to sign up. . . Del Rey YC's 17th biennial **Puerto Vallarta Race** is scheduled for Feb. 7-14. Eighteen boats, many of them in the cruising class, have already expressed interest in the slightly shorter 1,125-mile race. See www.dr-yc.org for the NOR and other info.

Grand prix notes: Brad Read (Newport, RI) won the **J/24 Worlds** in Kingston, Ontario. . . Monica Azon of Spain won the **Yngling Worlds** in Lake Lucerne, Switzerland. Betsy Alison (Newport, RI) was the top US sailor, finishing third. . . Harry Melges (Zenda, WI) and Jeff Ecklund dominated the **Melges 24 Worlds** in Traralgon, Australia, defeating 72 boats from 13 nations. . . France won the biennial **Royce Cup** convincingly in mid-August, defeating ten other international three-boat IRC teams in the waters off England's Isle of Wight. . . The U.S. didn't fare particularly well at the recent **Athens Pre-Olympic Regatta**, a test run for the 2004 Games. The regatta was still underway as we went to press but, from the looks of it, only the Yngling trio of Hannah Swett/Jean Touchette/**Melissa Purdy** had a shot at trophying.



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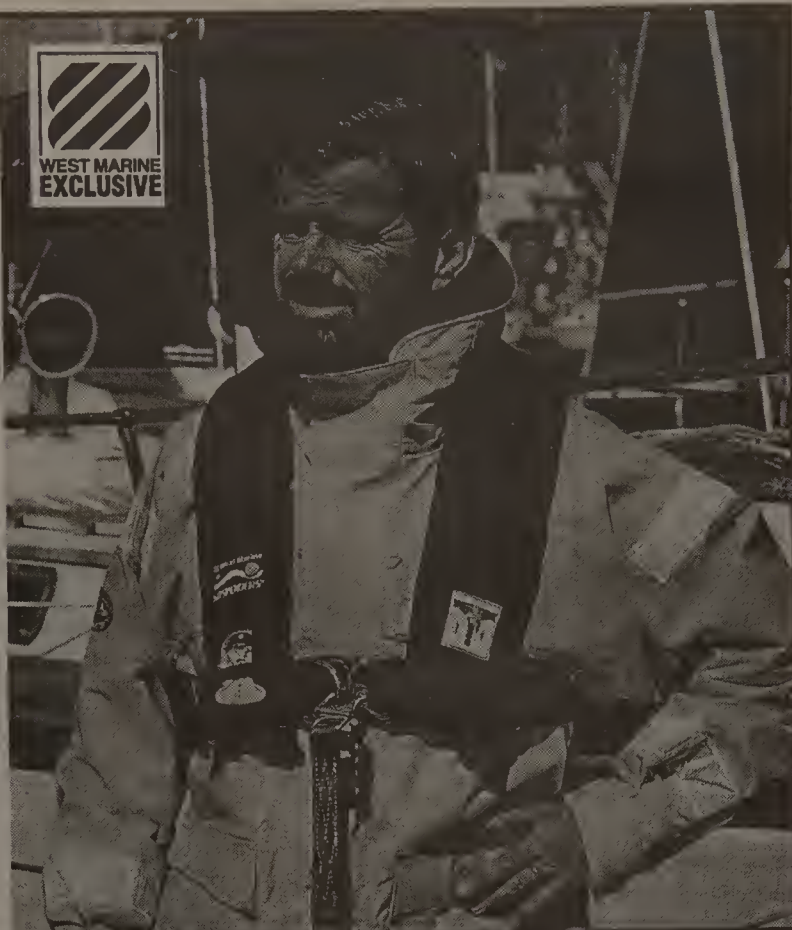
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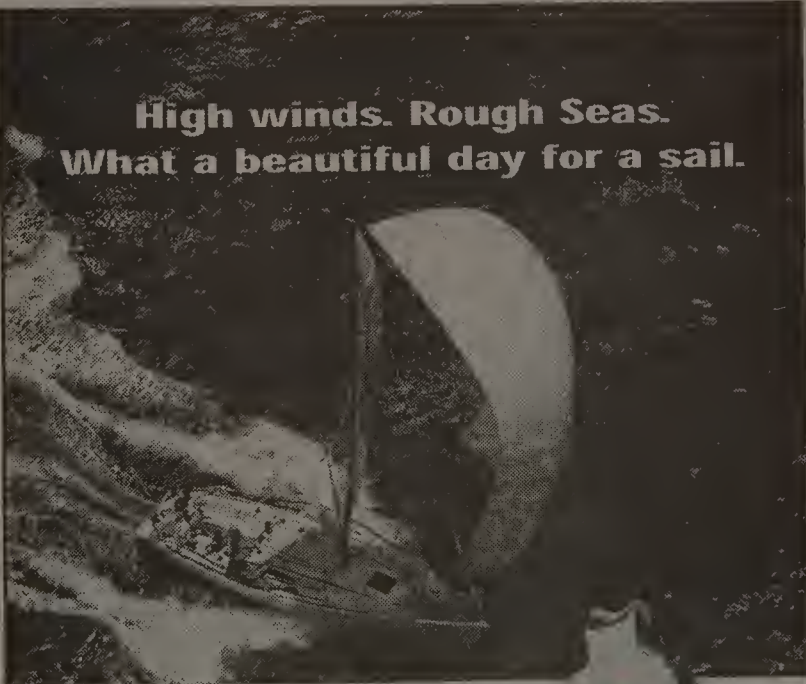
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With reports this month on **The Valid Cruising Skills Learned While Chartering**, and a frequent charterer's sailing vacation at **The Spanish Island of Mallorca**.

The 'Charter Today, Cruise Tomorrow' Plan

As you read earlier in this issue, the start of yet another Baja Ha-Ha is slated for the end of next month. For would-be vagabonds, this long-established San Diego-to-Cabo rally serves as an introduction to the cruising life. And for those who continue on afterwards, the Rally provides a segue from the workaday world into an adventure-filled lifestyle of blue-water voyaging and fascinating foreign cultures.

As we read through the entry forms each year in the process of writing our pre-event profiles of the entrants, we're always struck by how many folks have done a number of overseas charters in the years leading up to finally setting sail on their own boats for the sunny southern latitudes. This begs the question: Did they charter just for fun, or to fine-tune their cruising skills? And furthermore, did the exotic, far-flung charter destinations they've visited accentuate their desire to cruise in foreign waters, or simply fulfill their needs for an active, fun-filled vacation? The answer is: all of the above.

With the exception of crewing for other cruisers who are already 'out there', it's our contention that there is no better way to prepare for the varied tasks of longterm cruising than by chartering in

If your potential cruising partner is lukewarm about sailing on the Bay, try a tropical charter vacation. His/her enthusiasm will probably soar.

a variety of destinations. Here are some reasons why.

Statistically, most new cruisers we encounter — Ha-Ha'ers in particular — have spent years sailing their local waters, getting to know and refine their own boats, but many have little or no actual voyaging experience. Others have several offshore trips under their belts such as a Pacific Cup or a TransPac. But what most lack is day-to-day exposure to the basics of cruising, such as navigating, anchoring, provisioning and dealing with officialdom.

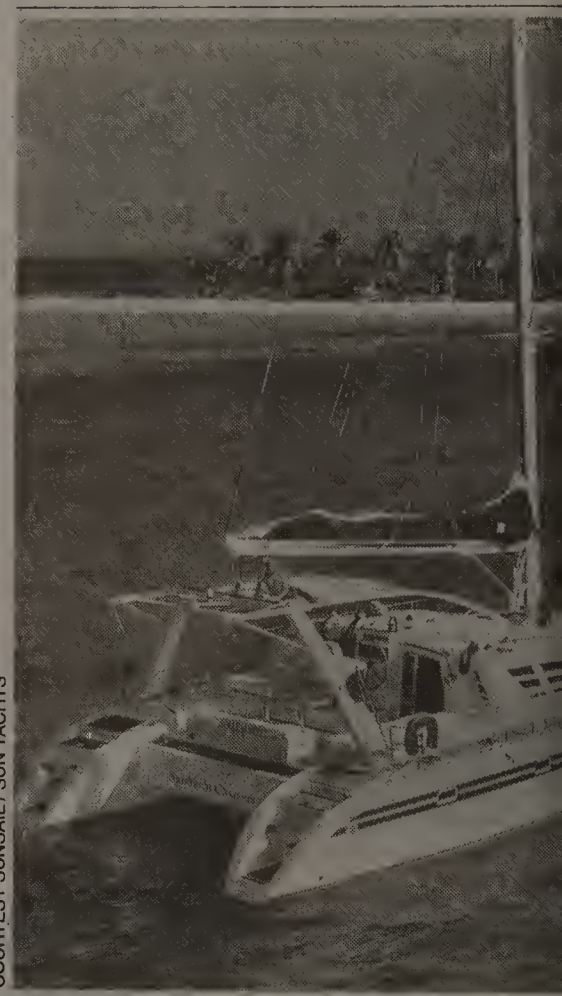
Navigating and Piloting — Let's face it, most of us who frequently sail in the Bay Area rarely need to look at a chart, since we've memorized where the hazards are and we can simply look ahead and see the destination we're heading for. True, if you've successfully raced your own boat to Hawaii, you obviously know how to navigate offshore, but out on the open ocean you don't get much practice in avoiding reefs and unmarked pinnacles, or tying up stern-to a wharf. While on charter, studying charts and navigating your way from port to port or island to island is part of the fun. And, like cruising in foreign lands, you must sometimes find your way around — or through — unmarked (or poorly marked) reefs and rocky outcroppings.

In regions where tidal changes are substantial, you'll need to plan your channel passages with a tide book in hand, just like in 'real life' cruising. However, in areas where inshore navigation is tricky, charter briefings tend to be exhaustively thorough, essentially giving you a piloting lesson at no extra charge.

Anchoring — Without a doubt, the art of anchoring is the essential boating skill that most non-cruising

sailors practice the least. Consequently, when they finally do attempt to anchor while on charter or while cruising, their techniques are often downright laughable. (In fact, before all the overnight mooring buoys were installed in the British Virgin Islands, 'scoring' the feeble anchoring attempts of charterers was a favorite afternoon pastime of some local sailors.) Sure, you can practice anchoring right here in the gooey, gray mud of the Bay. But realistically, how many of us do — and how often? By contrast, in most chartering destinations around the world anchoring is a daily — or twice daily — practice. You'll 'learn by doing', as opposed to out of a book, how to effectively work as a team to get your hook set securely, and you'll have to refer to charts and cruising guides to assess the best spots for roll-free sleeping. When you get it down pat, you'll feel a great sense of accomplishment, having finally shed the common phobia known as 'anchoring angst'.

Provisioning and Meal Planning — The uninitiated might be surprised to know that provisioning, meal planning and stowage can be one of the most challenging aspects of the cruising lifestyle. When



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OF CHARTERING



LATITUDE / ANDY

The skills you learn while chartering directly translate to cruising. Left: An idyllic Caribbean anchorage. Right: A cruiser rounds Cabo Falso.

you go out for a daysail or buoy race provisioning is practically a non-issue. You just make a few sandwiches, grab some beers and you're there. But when cruising, snacks and meals have to be well planned out and stowed so that items will withstand the rigors of sailing, and will be accessible when needed. Chartering mirrors that process, albeit to a lesser degree. And while many folks choose to purchase pre-planned provisioning packages that arrive at the dock carefully wrapped and labeled, simply observing how the pros have done it teaches valuable lessons.

Exposure to Equipment & Systems — By economic necessity, the majority of cruisers (and potential cruisers) have boats that are less than brand-spanking-new. While the gear and systems on your own boat may work well enough, chartering on a variety of late-model boats exposes you to many design innovations and modifications that you might want to incorporate into your own dream boat someday. Things like reefing and lazyjack systems, the setup of windlasses

and ground tackle, the structuring of bimini sun shades and modern galley layouts can give you a wealth of practical ideas.

A related issue is simply scrutinizing the interior space of different boats, which can give you ideas for improving your own boat's nav station, stowage areas and heads. Of course, if haven't yet purchased the ultimate cruising boat, sampling unfamiliar boat types, such as center cockpit designs and catamarans, will give you hands-on experience to aid in the decision-making. (And if you find a boat that perfectly suits your needs you might even consider buying it out of the charter fleet at the end of its 3 to 5-year stint in charter.)

Group Dynamics — For better or for worse, chartering also exposes you to ways in which folks interact aboard the relatively confined space of a sailboat. Even when chartering with family or longtime friends, you can gain valuable insights into who should be on your guest list when you someday make landfall at Tahiti.

COURTESY SUNSAIL / SUN YACHTS

Dealing with Officialdom — If you charter wholly within one country (or island), you won't need to deal with customs and immigration officials in your role as "ship's master," but in many popular regions such as the Leeward and Windward Antilles, it's common to arrive at a new island nation every other day. It's good practice for cruising, where dealing with officialdom is part of every captain's job description. A related issue is acclimating to local social traditions. When chartering in Tonga, for example, it is common to attend a formal ceremony with an island's chief, where you'll share a bowl of *kava* and receive his blessings — just as if you had arrived during a circumnavigation.

All things considered, a charter vacation can be as educationally rewarding as it is relaxing and fun — especially for future cruisers — although marketing gurus rarely make the connection. So go ahead and book a trip to some sun-kissed tropical Shangri-La, and tell your boss that you're simply trying to continue your education.

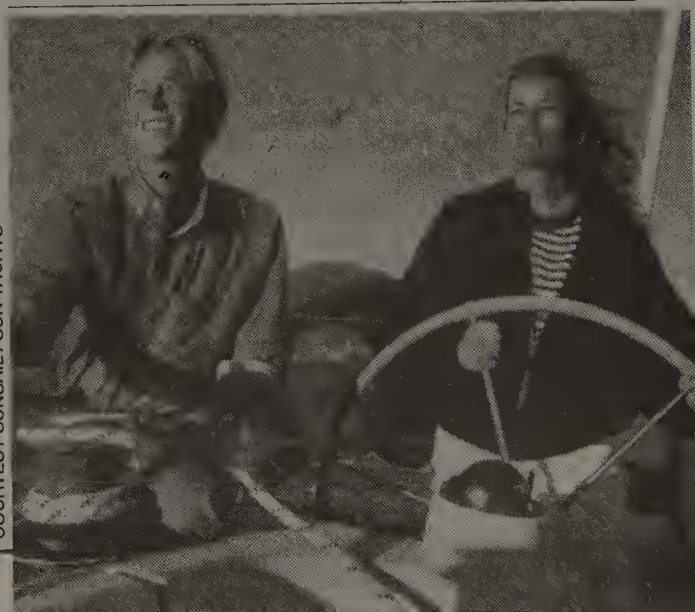
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Mallorca Memories: 'Civilized' and Serene

My wife and I just returned from a three-week vacation in Spain, the last week of which featured a sailing charter in the nearby Balearic Islands, where The Moorings maintains a base at Palma de Mallorca.

Before sharing our charter experience, though, I feel it is appropriate to give a

Is it really possible to make education fun? On a charter it certainly is. Couples can practice unfamiliar skills as a team.



warning and an admonition. The warning is that when you travel to Spain, you are entering an extremely 'civilized' area of the world. You may be as unprepared for this experience, as I was. The same streets that are alive with people at 11:00 p.m., including young children with parents, are comparatively deserted at 9:00 a.m. the next morning. Almost all stores close from 1:30 p.m. to 4:00 p.m. for a blessed institution called the *siesta* that I would hope we will someday import to the U.S. If you show up for dinner at 8:00 p.m., you will be dining with a handful of other tourists who also don't get it. The natives show up between 9:00 and 10:00 p.m., about the time you are finishing your dinner and leaving, thus making your table available. So I guess we tourists do serve a function in that regard.

The admonition concerns the historical and cultural aspects of Spain. I had traveled to Spain in the early '60s, complements of Uncle Sam's Navy. As a young sailor, I confess with some chagrin that cultural and historical interests were not a priority. I do remember, though, that my impression of the Spanish people was that they were very friendly. That impression was reinforced on this trip. However, on this trip both my wife and I were overwhelmed with the rich historical and cultural traditions of Spain.

The admonition is that one would miss so much of the culture and history of Spain by just going to Mallorca, doing the charter, and flying home. Had we done so, we would have missed things

can reportedly see North Africa. Even with my mind addled by acrophobia I could appreciate the view over my white knuckles which were clasped firmly to the balcony rail.

We would also have missed seeing the chest in Granada into which Queen Isabella had placed her jewels and given them to Chris Columbus — that was one visionary lady! And we would have missed the very enjoyable nightly views from the third-floor patio adjoining our room in Terifa, slightly west of Gibraltar. Looking out over the old town and the castle of Guzman, El Bueno, we watched the lights of the vessels transiting the straits of Gibraltar. It was one of several pinch-me-this-can't-be-real experiences. Rick Steve's travel guide was superb on this part of our trip. Enough of the admonition, on to the charter.

Mallorca turns out to be a big island. Thus the manager of the base, Christol, looked at me rather quizzically when I told him our intention to sail around the island and visit Menorca as well. He very politely pointed out that such a trip would require a lot of sailing and that most vacationers on a one-week charter sailed around the southeast side of the island to Porto Cristo and then returned.

Of course, we ended up sailing around the southeast side of the island to Porto Cristo and had a great time. There was a German charterer who indicated that he was on a 10-day charter and was planning on sailing to Ibiza (although it is normal to charter only for weekly intervals at this time of year). Based on the response of Christol, this seemed feasible



ALL PHOTOS DRUMMOND MCCUNN

into a hard and fast principal, I asked Christol if our week was typical. He confirmed that there was normally good winds during the summer, and as proof, added that Mallorca has a very important sailing regatta at the end of July which brings the "beautiful people," including royalty, from all over Europe.

My log indicates that we had an honest to goodness Beaufort scale force five sea state, meaning winds of 18 to 22 knots on three of the seven days, and only ended up motoring on one day.

The difference from Caribbean conditions is that the winds would shift from the southeast to the southwest, so you couldn't be sure whether you would be going to windward or off the wind on any given day. In any case you do get to sail.

Going to windward in force five seas on one occasion with my wife taking a nap below and the autopilot on strike, I made my first tack, with the paper chart clamped firmly in my mouth. Reasoning that if I came through the wind a little slowly, I could sheet in the jib on the other side with minimal use of the winch, thus reducing the possibility that I would need the winch handle, which I definitely did not want to lose over the side. But I was too slow in coming across, and got



A short dinghy ride from shops and restaurants, the Porto Cristo anchorage (defined by buoys) lies beneath extravagant cliff-top homes.

like staying in the converted monastery that clings to the top of a sheer cliff in Arcos de la Frontera, with a balcony 200 feet above the valley floor from which you

in 10 days.

For those of you who have chartered in the Med and spent more time motoring than sailing, take heart. I have found the winds in the Med and they are on the southeast side of Mallorca. Fearful of extrapolating a one-week experience



Clockwise from top: The bustling Porto Cristo Marina; rounding rocky Cape Figuera; shopping in the local markets is part of the fun.

caught in irons. With sails flapping and jib sheets flying, my wife awoke shouting, "What on earth is going on up there?" I attempted to recover. Grabbing the winch handle, I started to sheet in the jib. Then, as I reached back to grab the helm to make a course correction, the inevitable happened — the winch handle performed a rather perfunctory man-overboard drill.

Upon due reflection, I decided I could see it from the winch handle's perspective: Nestled snugly and securely in my pocket one minute, this wild-eyed skipper with a chart clasped between his teeth rips me from his pocket and slams me into the port winch. Sails are flapping and jib sheets are flying. It's chaos. His attention is diverted back to the helm, now's my chance. I'm out of here!

The Catholic traditions of Spain must have influenced the base manager's response to my sincere and remorseful confession of losing the winch handle. "You are forgiven," Christol said. "No charge." I didn't deserve it.

The boats are all Beneteaus. They are well equipped with DC refrigeration,

which my wife loves after previous experiences with mechanical refrigeration, and all have GPS. Ours also had a chartplotter, an Autohelm, and wind instruments as well as depth and speed.

We rented a 332, which sails as well, in my estimation, as the 36-ft and 38-ft boats in the winds we encountered. I was surprised and pleased. But it is rated for up to six people. Forget it, unless you would like to irreparably destroy your long-term relationships with the two other couples. It would probably work, however, for a family with a couple of young children.

Remember that the Med can be cool. A couple of times we were glad that we had brought another layer of clothing. Provisioning is not a problem. We had arrived two days before our charter and easily found a local *mercado*. My wife truly enjoys the local shopping experiences, and it was fun to see what was available. We lugged our provisions to the boat only to find out that The Moorings has an arrangement with a large *supermercado* which delivers right to the boats. Additional provisioning was also available in the ports we visited.

We anchored out the first two nights

and the last night. The ports we anchored in were Porto Petro, Porto Cristo, and Porto Colom. We were going to tie up at the marina at Porto Cristo, however, as we were going in a German cruiser was headed out and indicated that berthing was "muy caro" (very expensive). So we followed him to the anchorage just outside the marina.

We found out later that the marina had two rates as one side is public (reasonably priced at 18 euros/night for a 40-ft boat) and the other side is operated by Club Nautico (40 euros/night for the same boat).

The rather small anchorage ended up having seven or eight boats in it, making the most crowded anchorage in BVI look spacious. Fortunately, it was a quiet night, because the wind direction can shift considerably there.

Porto Cristo is well worth a stop, as it is a short walk from the town to the Cuevas De Drac, an underground cavern system that contains one of the largest underground lakes in the world. At the end of the tour through the caverns, they seat you in an amphitheater adjoining the lake. With the cavern darkened, they bring musicians on lighted boats out to serenade you. It's an eerily sensuous experience.

In Porto Petro the main anchorage appeared to be full, so we anchored by ourselves in an adjoining bay. The Imray cruising guide, which was a 1997 edition, described the area as being undeveloped. Today, however, that's no longer true. As we looked at the rock cliffs surrounding our little bay and the obviously-



What the heck does this shot depict? Otto, the Autohelm hard at work, while the author idles in the cockpit surveying the shoreline.

expensive homes on those cliffs, we felt like we had anchored in the middle of Atherton.

The anchorages in the ports we vis-

WORLD OF CHARTERING

ited were all only a brief dinghy ride from stores and restaurants, so we really felt no need to go into the marinas.

We'll close with some random thoughts on our charter. While we did enjoy this sailing trip, frankly, we found the ports we visited to be

less interesting than what we had experienced on the land portion of our trip. Also, they were less interesting than the ports we visited on our one-week charter out of Nice, France last year, or our charter out of Athens a number of years ago.

If you are looking for a Mediterranean port experience complete with historically interesting stuff and lots of things



Sailing isn't the only reason to visit the Balearics. These islands abound with historic architecture as well as fascinating towns and villages.

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to do, I would recommend Nice or Athens over Mallorca. We found sailing distances between ports to be longer in Mallorca than either Nice or Athens, but you do get to sail! This was fine with us,

but some might prefer shorter sails. The beaches in Mallorca are great and very popular. We went in late June/early July, which is the beginning of the high season. The anchorages probably get more crowded in midsummer.

— *drummond mccunn*

Drummond — Knowing that you charter frequently, we value your candid as-

essment. Sounds like booking for 10 days or two weeks would be wise, allowing one to also take in Ibiza, which is renowned for its nightlife, and perhaps even Formentera, which, by contrast, is the most tranquil isle in the Balearics. Yet another official Latitude T-shirt is on the way to you as a thank you.

Charter Notes

We've boxed ourselves into a corner this month, leaving essentially no space for *Charter Notes*. We do have room to remind you, however, that right now, as summer draws to a close, **bareboat rental rates** will soon drop to more **affordable "shoulder season" pricing**. The same applies to airline pricing. So if you can sneak away on short notice, you can enjoy a splendid sailing holiday with a double benefit: **fewer shoreside tourists** and **greatly-reduced pricing**.

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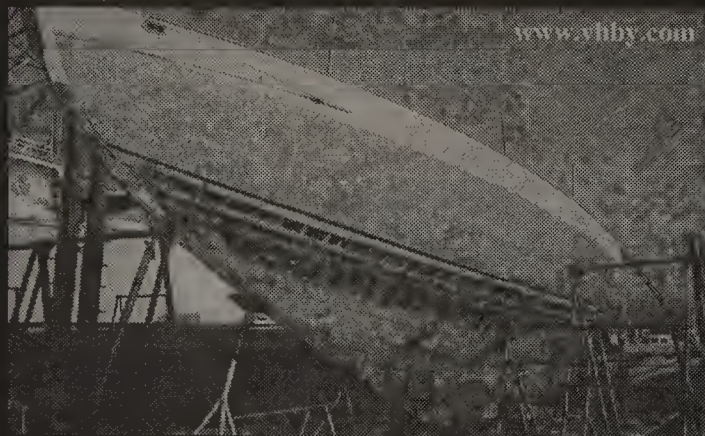
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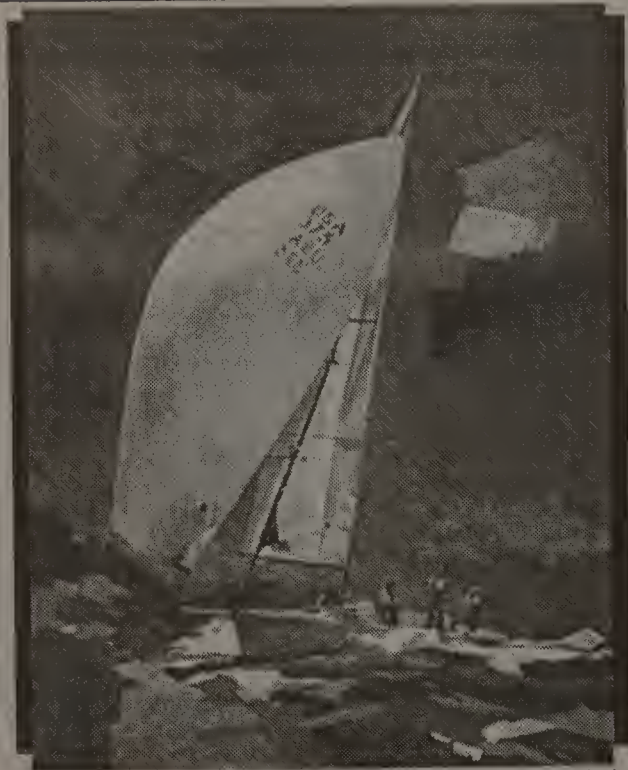
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CHANGES

With reports this month from **Chewbacca** in El Salvador; **Tai Tam II** in Bocas del Toro, Panama; **Southern Cross** at the end of a circumnavigation; **Relativity** on the second half of the Eastern Med Yacht Rally; **Witch of Endor** and **Viva** in Nicaragua; **Veilella** on the trip from New Zealand to Fiji; and **Cruise Notes**.

Chewbacca — 30-Ft Crowther Cat Bruce, April, Kendall & Quincy Barillas, El Salvador (Port Ludlow, Washington)

After leaving *Chewbacca* safely on a mooring in Barillas Marina, El Salvador, we've come home to visit family and friends and to resupply for another season of cruising. It's been 20 months since we sailed out the Gate, turned left, and joined the 2000 Ha-Ha fleet. We spent the first year exploring the Mexican mainland and summering in the Sea of Cortez. Our second season was spent working our way down the Mexican coast and south to El Salvador. Our learning never ends, but we thought some of our observations might be helpful to first time cruisers. We'll start with a list of our 'most valuable equipment'.

Autopilot — Hans, our autopilot, can steer *Chewbacca* better than any human. He leaves us free to do all kinds of things while we're sailing — check the boat, read, sleep, prepare meals, and observe wildlife. He also allows us to get out of bad weather. We are tired enough after 36 to 48-hour passages without having had to steer all the time.

Adequate Ground Tackle — Being Bay Area daysailors, we didn't give ground tackle the serious attention it deserves. After riding out a surprise 45-knot Northern for a week, we realized that our storm anchor set up was actually only adequate for our daily anchoring! We can't emphasize enough how important it is to have a big enough anchor and ground tackle, and knowing how to set it properly. Knowing that you are securely attached to the bot-

The Winship family — seen here in Baja — have happily been cruising their small Crowther cat for 20 months.

tom is the key to a good night's sleep. We learned a lot about anchoring during our seven months in the crystal clear waters of Baja. Snorkeling on the anchor to make sure it's set is a common practice among cruisers and has become part of our anchoring routine.

A Good GPS — And a backup. These are essential.

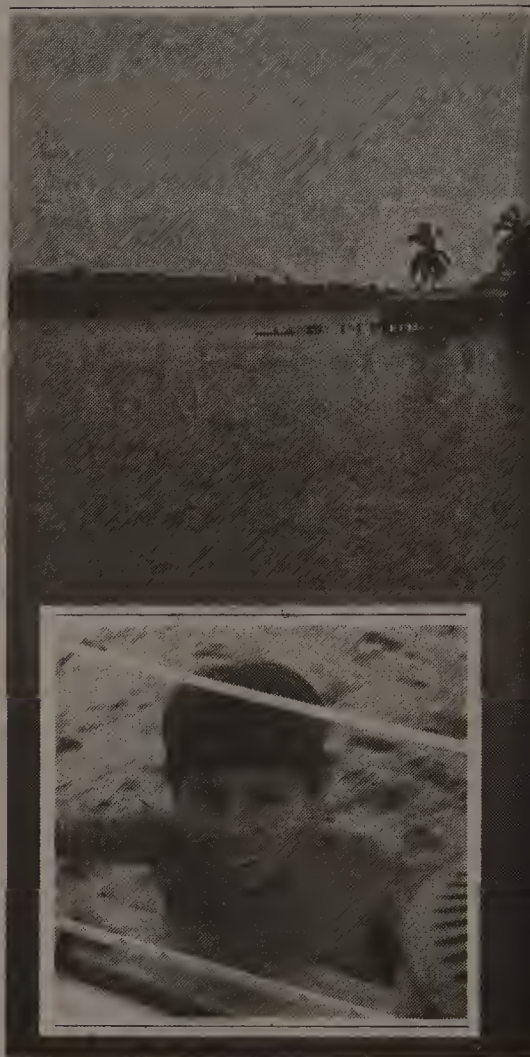
Radar — This was something we didn't add until this year, but we like it. We've found that it makes our night watches safer and less stressful.

Reliable Dinghy and Outboard — The necessity of a reliable dinghy and outboard can't be emphasized enough. These are your 'wheels' in every anchorage, and without them you are boat bound. Even if you like to row, nothing beats being able to get to and from your destination quickly. We replaced our 2 hp outboard early in our cruise after we crashed and burned during our first attempt at a beach landing at Turtle Bay. Size counts. A motor that can get your dinghy up on a plane is not only fun, but also safer, when you need to get out of the way of something. Our Fold-A-Bote dinghy is rather unusual. It may be ugly, but it's proven to be 'kid-proof', having withstood fish hooks, spear-gun tips, and dragging it up rocky beaches.

Luxuries — This year we're adding some luxuries: A laptop, electronic charts for passagemaking, a propane refrigerator, higher quality binoculars, and two more golf cart batteries for additional amp hours. After our first season, we had a better feel for how much power we needed to generate.

It's the little things that count in cruising as well as in life. Some 'little things' that make cruising in hot climates much

more pleasant are small but energy efficient fans, big wind scoops, sun shades that cover as much deck space as possible, a bimini to shade the cockpit, and good quality sun hats for keeping the crew cool. A little thing that makes snorkeling in the Sea of Cortez more enjoyable is a Lycra suit, which protects against stings from little jellyfish. Other things we love include a headlamp light so you

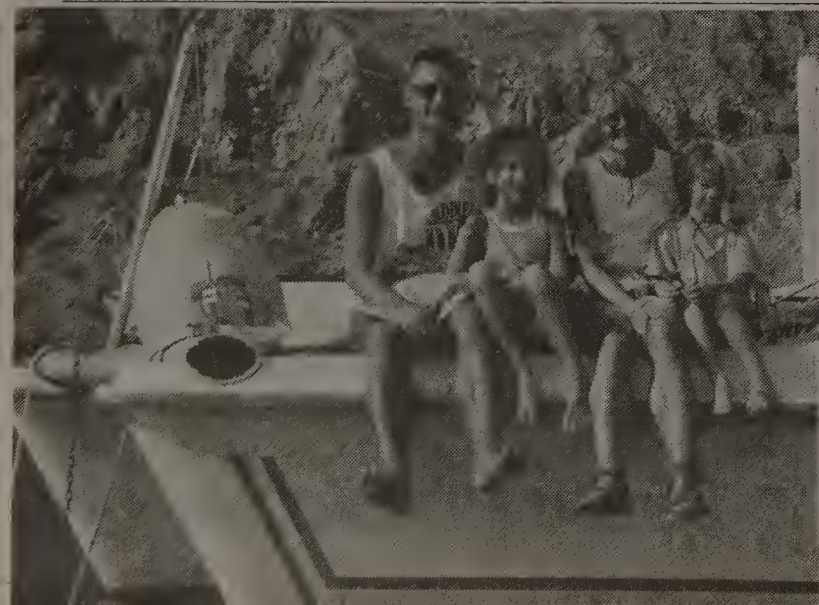


don't have to hold a flashlight while working on the foredeck at night, a fish finder type depthsounder that shows the bottom contour as well as depth, a kitchen timer with alarm for night watches, and a brass clip for the dinghy painter to replace the 'knots' the kids used to tie.

As we continue to cruise, the more we refine our opinion of what gear we need. Generally speaking, we're happy that we started simple and then added gear as we've gone along.

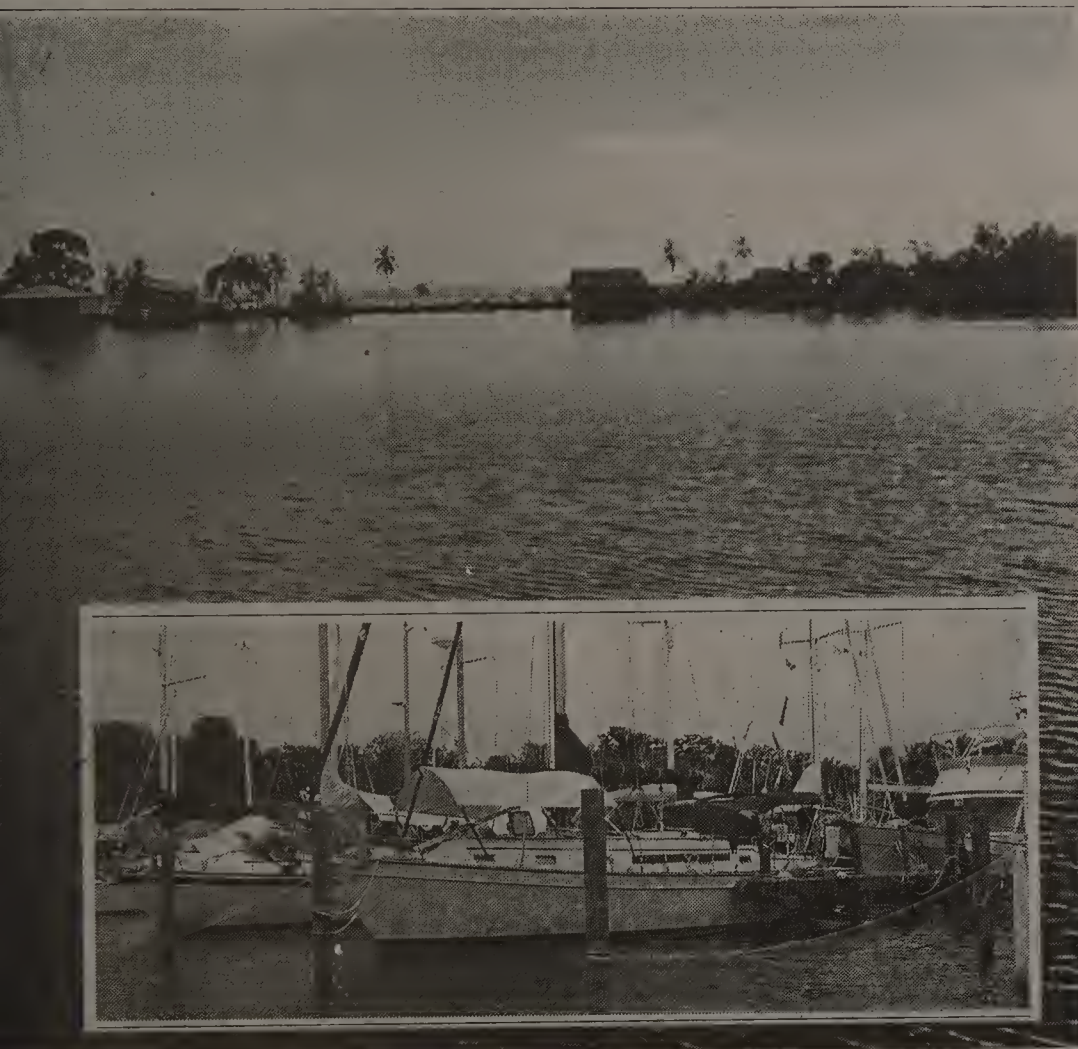
In addition to learning about things that we needed, we learned about stuff that we didn't need. For example, we brought too much in the way of clothing, shoes, and toys. Our daughters Kendall (9) and Quincy (7) play with the same toys on board *Chewbacca* as they did on land, they just have fewer of them. They spend hours building with Legos, reading books, listening to stories on tapes, playing cards, building forts, playing dress-up, and exploring the world around them. Kendall had her first dinghy driving lesson this season, and enjoys the independence that comes from having a kayak on board. She also has a boogie board and surfboard.

We hope all the new cruisers find cruis-



IN LATITUDES

PHOTOS BY TAI TAM II



Spread; The village at Punta Alegre at sunset. Inset left; Local kids are always curious. Inset right; 'Tai Tam' at Marina Carnero.

ing as fulfilling and fun as we have. But don't leave home without a good dose of humor, because when it gets scary — and it sometimes will — or you make stupid mistakes — which are bound to happen — you'll need your sense of humor to keep things in perspective.

— the winship family 8/3/02

Tai Tam II — Island Packet 40 Tom & Kathy Knueppel Caribbean Side Of Panama (San Francisco)

We've spent the last two months on the Caribbean side of Panama, and believe that our fellow cruisers might be interested in our observations on the Bocas del Toro region, which is up near the Costa Rican border, and our experience here this summer.

We completed our Canal transit in record time on June 13th, leaving at 6:30 a.m. from the Pedro Miguel Boat Club — which is on Miraflores Lake inside the Canal — and arriving at Cristobal on the Atlantic side at 2 p.m. in pouring rain. We dropped our hook in The Flats out-

side the Panama Canal YC, which had no vacant slips. We stayed at The Flats for two nights to put our boat back in order and to get rid of the 14 tires we'd used as fenders during the transit.

We then headed past old Fort San Lorenzo at the mouth of the Rio Chagres, and about 10 miles upriver. It was from this river in 1671 that the notorious British pirate Henry Morgan gained access to the interior of Panama, crossed to the Pacific side, and sacked Panama City. When you go up the Rio Chagres, you are surrounded by absolute nature: screaming howler monkeys, colorful birds, crocodiles, and large fish — all in a fresh water environment. It's just lovely. Before the U.S. pulled out of Panama, this area was apparently used for jungle warfare training so there are a number of trails. We stayed there in isolation for three days of swimming, watching the incredible torrential downpours, and worrying about the tremendous lightning

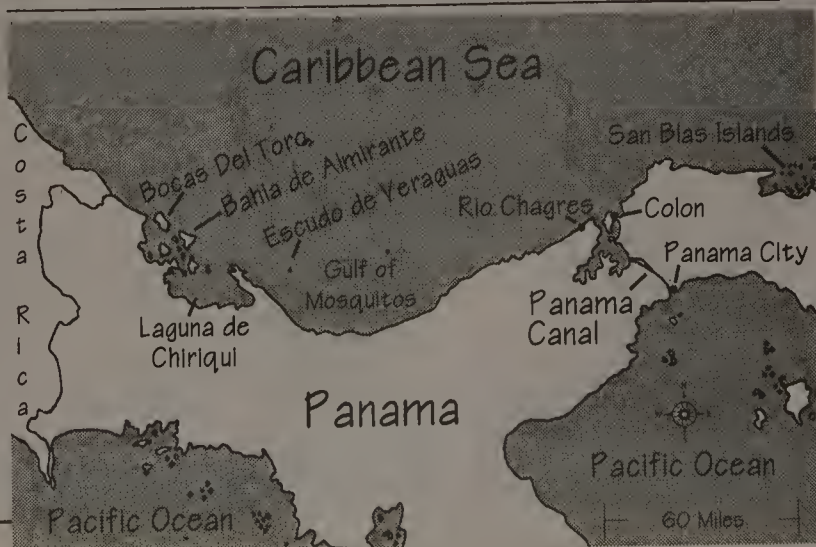
strikes all around us.

Our next stop, the Rio Euero, was for just one night as the anchorage was very rocky. So we continued on to Isla Escudo de Veraguas, which is about 11 miles off the coast. This beautiful and isolated island seems like something out of a picture book, but bad weather again drove us out of the anchorage after just one day. So we took refuge outside of Punta Alegre, a small town in Laguna de Chiriqui consisting of about 10 stilt houses over the water occupied by Guaymi Indians. We stayed in this secure location for four days as there was unsettled weather associated with a tropical wave. During this time, we enjoyed the attention of the locals, who obviously don't get many visitors. One dugout canoe after another arrived as we held court, exchanging pencils, notebooks, money, food, candy, and cookies for fruit and sea shells. Once we put out word that Kathy collects shells, there was no end to what was brought to us. Even the small children arrived bearing shells, so it was very sweet.

This northwest part of Panama is way off the beaten track, so there aren't many tourists by land or sea. We got to enjoy empty anchorages and unspoiled nature. We left again on June 23 and entered Bahia Almirante — where Bocas de Toro is located — and dropped anchor at Isla Bastimentos for two nights. We then motored a couple of miles to anchor in front of Bocas del Toro, which despite having just 7,000 residents, is the provincial capital. Bocas was once the headquarters of the United Fruit Company during its banana heyday. Bananas are still an export item, but eco-tourism, whatever that means, is growing quickly.

We found Bocas del Toro to be a peaceful little place, with a predominantly English-speaking population of West Indian

This map shows about two-thirds of Panama, a small country with enormous potential for off-the-beaten-path cruising.



CHANGES

descent. The houses are of a gingerbread Georgian style much like that of the Lesser Antilles. The Caribbean influence is very noticeable. Bocas is located about 20 miles from the border with Costa Rica, and is known for snorkeling, diving and surfing. There are many small islands and reefs in the area with beaches. The town's ambience is a cross between funky and slightly run down, and there are many young people from all over the world. On nights when it doesn't rain, many of the young people congregate around the town square selling beads, shells and hash pipes, and Kuna Indians set up tables to sell their traditional *molas* and bracelets. There are several restaurants, our favorites being El Pescado, which is upstairs beside the town square; the Laguna Hotel restaurant, which is good for people watching; and the Refugio, at the southern edge of town. Bocas has two Internet cafes. The overall pace of life in Bocas is slow. If you walk down the middle of the street, cars will pass around you — and the many dogs.

When you're cruising this part of Panama, you're pretty much on your own. So either you do your own boat repairs or you have to live with the problems. We did hear that someone works on outboards and refrigeration, but there's nothing else.

For those cruisers looking to leave their boat in Panama for a season or so, there aren't many choices. There is the Pedro Miguel Boat Club on Miraflores Lake inside the Canal itself, which has its own issues with water depth and safety. Then there are the two marinas here in Bocas. We keep our boat at the 20+ slip Marina Carenero, which has good electricity, one marginal shower and laundry, and a good restaurant — which unfortunately was closed for the summer season. This ma-

Let the adventure begin! The Knueppels and their Island Packet 'Tai Tam II' at the start of the 2000 Ha-Ha.



TOM LYON



rina offers a very thorough boat maintenance program — washing the boat down, running the engine, wiping the interior to deal with mildew, and whatever special requests a boat owner might have. The marina is located across the 300 yard channel from the town of Bocas on the small island of Carenero — meaning Careening Cay. Indeed, Columbus had his vessels repaired here. It's easy to get between the marina and Bocas using your own dinghy or a panga water taxi.

The second marina, Bocas Marina, is on the other side of town and a bit further out amongst the mangroves. But it's newer and larger, has modern floating docks as opposed to pilings, and has more and better facilities. It's possible to hire someone in town to look after your boat. We are satisfied with Marina Carenero, but Bocas Marina clearly attracts the majority of cruising and other boats. Rates are \$6/foot/month at Marina Carenero versus \$7/foot/month at Bocas Marina.

From everything we have heard and experienced, the Bocas area is free of theft and appears to be quite peaceful. Provisioning is limited however, as the only *supermercado* has limited supplies. It's best to stock up in Colon. Another option is to take a water taxi and then a bus to the town of Changuinola, which has a

larger *supermercado*, but it's pretty much a day trip.

There are two ways to fly in and out of Bocas. Either you can take a small plane to Panama City — \$49 each way as of July of 2000 — or take a combination of a water taxi and bus to get to San Jose, Costa Rica. It's apparently less expensive to fly from Costa Rica to the States than it is from Panama to the States.

You're not going to get cold in Panama. The daytime temperature is around 85°-90°, with about the same percentage humidity. The temperatures drop a bit in the evening. Thanks to the horrendous thunder and lightning storms in the afternoon and/or evening, boats don't get dusty. But mildew is a major problem! We've been in a constant battle, washing and wiping things down with vinegar to keep the mildew away. For folks planning to visit or leave their boat here, the mildew problem should not be underestimated.

If you're looking for countless uncrowded anchorages in a jungle setting, you could spend months here.

We will continue our journey in October, at which time we'll make our way to the San Blas Islands.

— tom and kathy 9/01/02

While motoring out of Redondo Beach's King Harbor in Redondo Beach last month, we crossed paths with a Catalina 34 that was being singlehanded by a wizzened gentleman. Things seemed to be in a slight state of disarray as there were, not one, but two swim ladders dragging in the water, and two life-rings askew. Nonetheless, the sight brought a smile to our face. We would like to think the old salt enjoys his local cruising, going from free anchorage in Redondo, to free anchorage in Santa Barbara, to free anchorage at Santa Cruz and Catalina Islands, to free anchorage at Newport, to free anchorage at San Diego — and then starts all over again.

LATITUDE/RICHARD

laysia, Thailand, Sri Lanka, the Maldives, Oman, Yemen, and the Red Sea. Once in the Med, we visited Israel, Cyprus, Turkey, Greece, Italy, Corsica, Sardinia, the Balearics, Spain, and Gibraltar. After stopping in the Canaries, we crossed the Atlantic to the Caribbean, and continued on to Florida, where we completed our circumnavigation in May of this year. It had been a lifelong dream of ours to go cruising — and perhaps a subconscious one to even circumnavigate. Once we started cruising, we found it wasn't difficult to just keep going all the way around.

The most unusual aspect of our trip was buddyboating with one boat — Bob and Jeannie's Valiant 40 Max — for six of the 8.5 years. Like the circumnavigation, that's another thing that we would have never planned on doing. In all our previous years of cruising, we had never taken anyone with us or buddyboated for very long. We always preferred just the two of us. Nonetheless, we found ourselves buddyboating with Bob and Jeannie from Western Samoa all the way to Florida.

We aren't sure why our buddyboating worked out so well, but our ability to honor each other's privacy and not get competitive or jealous when other cruisers came into the picture had something to do with it. For whatever reason, our buddyboating just worked, and we truly loved our association. We saw things through each other's eyes, bolstered each other in tough times — such as the deaths of our parents and some of theirs — shared family and friends when they visited, and had four opinions instead of two when it came to decisions. We didn't always see eye to eye, but that was okay.

We didn't always stay together, either. While in New Zealand, Australia, Turkey, Italy, and the Canaries, we went our separate ways while travelling ashore. That meant we had two sets of stories to share when we returned to our boats. But we did share a car for one month travelling through Spain, France, England, and up through Scotland before returning to Spain to make our way to Gibraltar. We shared the news of 9/11 together while anchored in Gibraltar, where people from all over the world stopped by to let us know how bad they felt for us.

"Weren't you glad to be

away from Bob and Jeannie for awhile?" cruisers would ask us. On the contrary, we missed them like crazy even though our cruising life continued on as normal, and we were glad to see them again upon our or their return. We realize that such an arrangement is not for everyone, but for us it was a wonderful thing that added greatly to our cruise.

We've now temporarily gone our separate paths, as they are continuing up the IntraCoastal Waterway of the East Coast as they try to sell their boat. But we still talk once a week by phone. When they sell their boat, they will build a home on Washington's Olympic Peninsula — meaning they'll be close enough to come sailing with us on *Southern Cross*. We're now home, waiting for Dockwise Yacht Transport to deliver *Southern Cross* to Vancouver, B.C., where she'll remain as our second home. We plan to spend late spring and late summer aboard her each year, enjoying the unforgettable sights of the Pacific Northwest.

The end of our circumnavigation didn't go as smoothly as we'd expected, as during a visit back home in October Jack was discovered to have severe coronary artery disease. He underwent a quadruple bypass in January, but there were complications and his left arm — from which an artery was harvested — was temporarily paralyzed. He needed extensive physical therapy right at the time we needed to be sailing *Southern Cross* from the Canary

If you're doing a circumnavigation like the McCarthys, you want to make sure to enjoy at least some of the Italian coast.

Southern Cross — Peterson 44 Jack & Lynn McCarthy Unintended Circumnavigation (Montara)

We haven't written to *Latitude* very much since we left San Francisco 8.5 years ago. It seems that we just drifted along and never got around to it. When in Fiji, we did send you our famous-all-over-the-Pacific article titled *Mama Came Cruising*. It was never published so we were intimidated enough to never write again. We're probably over sensitive, but not much — other than the weather — bothered us while cruising.

Our unintended circumnavigation began in April of '94, when we sailed north to British Columbia. Six months later, we headed south to visit Mexico, Central America, Panama, and the San Blas Islands. We then sailed northwest to the Rio Dulce in Guatemala for five months, before heading back to Panama and into the Pacific again to visit the Galapagos and many of the islands of the South Pacific. We then continued on to Indonesia, Ma-



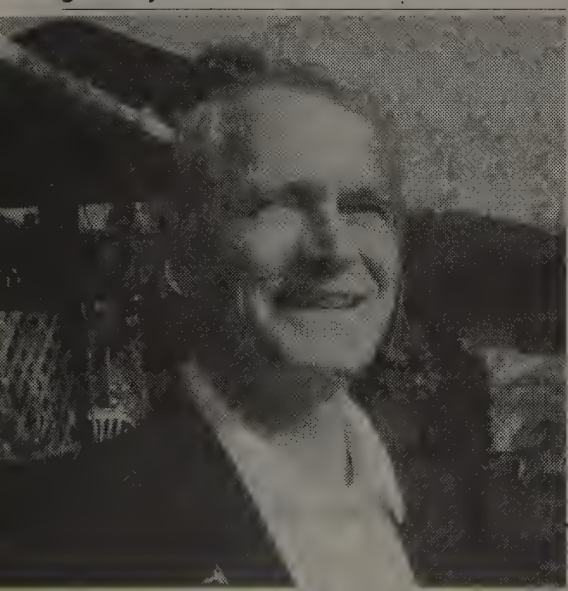
CHANGES

Islands across the Atlantic to the Caribbean. Bob and Jeannie had already left with a crew in early January, so it seemed hopeless that we'd make it this year.

It was hard for Jack to concentrate on his recovery until one morning when we got a call from our friend Larry Koop in Canada. "I am enlisting as crew," he said, "whenever you are ready to go." From that point on, Jack worked like crazy on therapy to get ready — if possible — for the Atlantic crossing. In addition, our dear friend Peter Brown, who was eager to make an ocean crossing, decided that he would come along also. Although we had to delay the start of this passage, Peter stood by us, knowing that we needed his help.

On March 15, we packed up things at home, flew to the Canary Islands, and retrieved *Southern Cross* from the marina in San Sebastian, Gomera. Four days later, Peter, Larry, Jack and I — Lynn — sailed for home. It was an unbelievable feeling to be together, underway at last. We can never thank Peter and Larry enough for being so patient and caring, and their act of friendship will never be forgotten. To everyone else, including their wives Weebie and Julie, we say 'thank you' for your support. After 45,000 ocean miles, we're home and nesting — but looking forward to getting *Southern Cross* settled in British Columbia and having her at our disposal again.

One of the things we're looking forward to doing now is see the United States, and visit the ham radio operators all over the USA and Canada who helped us keep in touch and relayed our email via Winlink. The advances of technology during our cruise made an enormous difference in our ability to communicate with our family, friends, and other cruisers. We gave each of our grandchildren a chart of the *Herb of 'Southbound II'* has provided thousands of cruisers — including the McCarthys — with generally excellent weather forecasts.



SOUTHBOUND II

Atlantic and were able to send them our positions during the crossing. We also sent letters to their classes at school and spoke with them when we came home. It kept us close and eased the pain of having left them all for so long.

We would love to see weather guru Herb of *Southbound II*, look him in the eye, and ask him how he does it. He carried us from Mexico to Guatemala, across the Pacific, and across the Atlantic. He was rarely wrong about the weather, and his forecasts were always appreciated. To Grady and Ivy Williams, our ham and Winlink gurus, we send our love and thanks. This old dinosaur just needed extra TLC when it comes to all the techie stuff.

After nearly nine years of cruising, it's good to be home. Life is good. We hope to be able to see all our old friends soon.
— jack and lynn 9/5/02

Jack and Lynn — Sorry we weren't able to run your 'Mama Came Cruising' piece, but we just didn't have room. Try us again with a report on the Pacific Northwest.

Relativity — Beneteau First 53 Hall & Wendy Palmer Kemer Marina, Turkey (Palo Alto)

[Editor's Note: In the August *Changes*, Hall and Wendy reported on the first four legs of the month long 1,500-mile, 13th Annual Eastern Med Yacht Rally. This is their report on the second half of the event.]

Leg Five. Due to the tension over the tours, our social schedule in Syria was less formal than elsewhere. Pleasantries were handled on the quay with boxed chicken from a local fast food outlet, and there were few speeches. Within hours of our return from Palmyra we were underway to Jounieh, Lebanon, 105 miles down the coast. Our host would be the yacht club, which is a large, campus/country club-like institution formally identified as an Automobile Touring Association.

Lebanon is quite different in tone from Syria, appearing much more prosperous and less militant — but it is obvious that Syria is still calling many of the shots. There was less military in evidence near Beirut, but we sensed a Secret Police presence in the marina staff. In downtown Beirut, one sees every sort of shop and brand of merchandise that could be had in Paris or Rome, and ATM machines disburse dollars as well as the local currency. The supermarkets rival anything in the U.S., and there is an active and sophisticated nightlife.

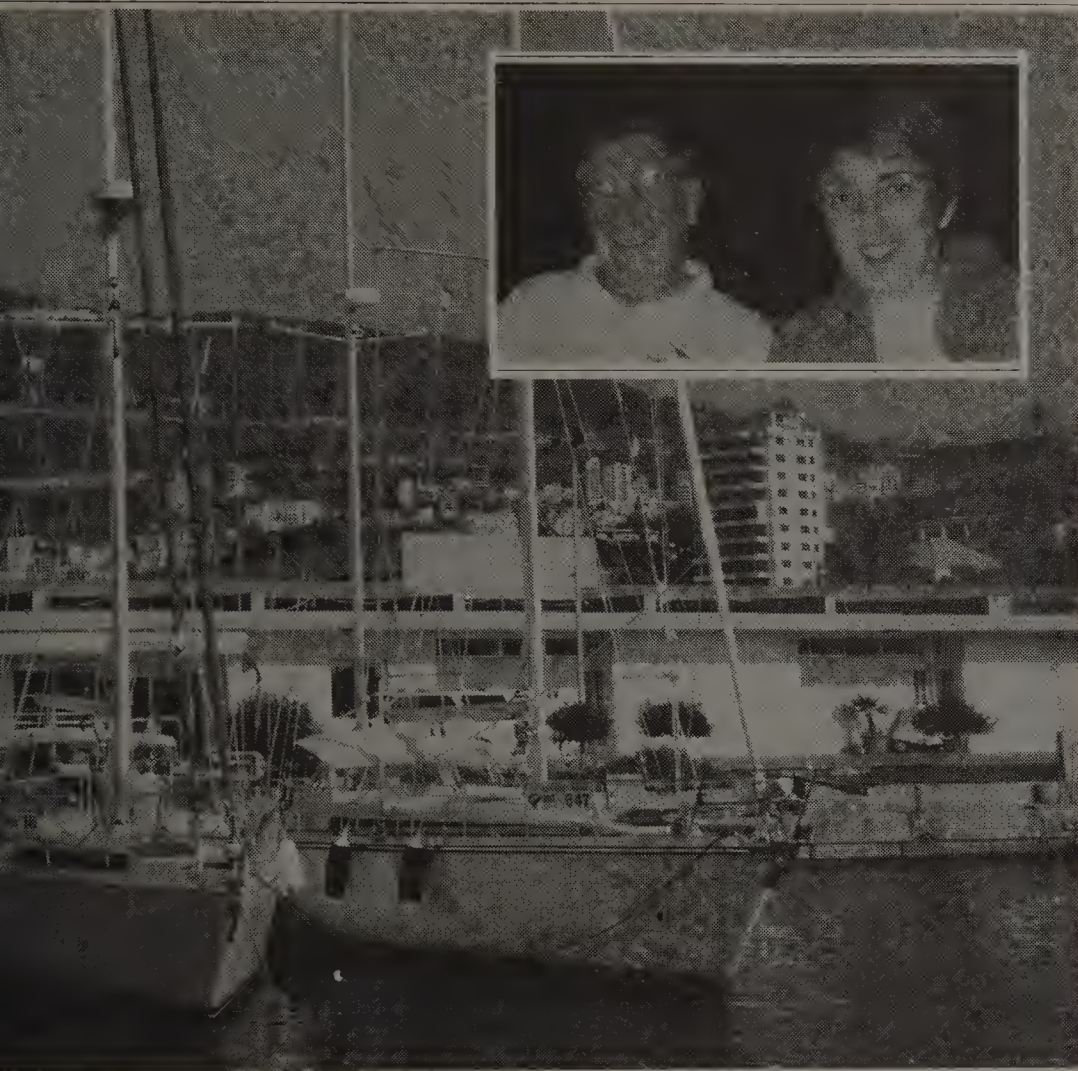
As we left the city to visit Baalbeck in



the Bekaa Valley, things seemed to change. Lebanon's flag, with the fist and rifle, was seen less than Syria's flag. Once again, we rode along in buses, preceded and followed by numerous heavily armed security guards — only to find ourselves warmly welcomed at our destination by the usual crowd of vendors and magnificent ancient ruins. Baalbeck is one of the most ancient cities in the world, while Anjar is a major tourist site, as it is the remains of an ancient city that was exclusively Arab. All of this was a great contrast to the Auto Club, with its pools and tennis courts, and a gourmet dinner with the usual awards and speeches followed by late night dancing.

Leg Six. Three days after our arrival in Jounieh, we took off for Haifa, Israel, on a night sail in close company. While Syria patrols its coast, we still had our Turkish Coast Guard escorts to communicate our whereabouts and run interference for us. In Israeli waters, however, we each had to communicate directly with the patrol boats and answer periodic questionnaires as to our location, crew, nationality, and so forth. One got the impression of a far more intensive interest in our doings by the Israeli Navy, which became burden-

IN LATITUDES



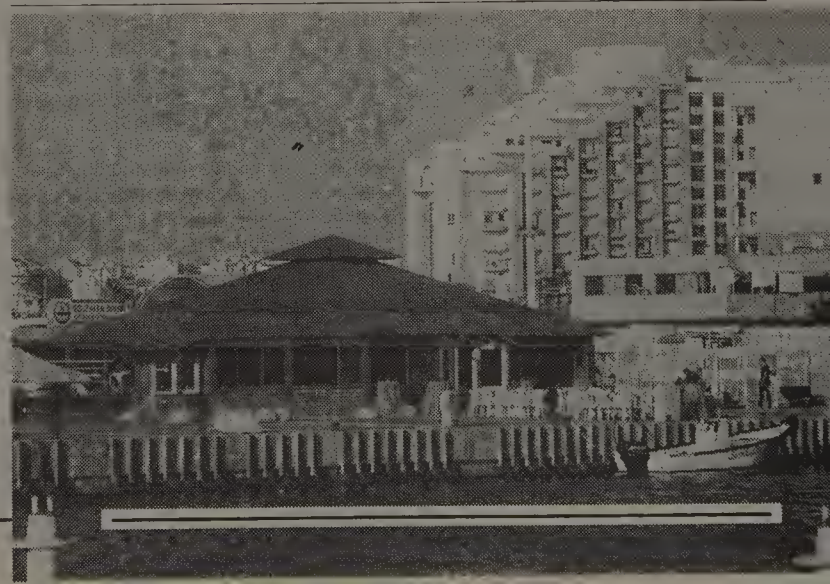
PHOTOS COURTESY RELATIVITY

About an hour after our arrival, much of the fleet made a brief and premature departure from Port Said, as many of the new mooring rings pulled out of the quay. It appeared the 'concrete' into which they had been cast had more dirt than cement in the mix, and in any event was still uncured. Within hours the problem was solved by running new chain between the ancient bollards on the shore, and we departed the Arsenal Basin for a cocktail party hosted by our Coast Guard escorts in another area of town.

The next morning we departed by bus for Cairo with the usual group of guards in front and behind the buses. We proceeded to Giza to look at the Pyramids, the Sphinx, the Sun Ship, and then after a brief lunch — at Kentucky Fried Chicken — went on to the Cairo Museum and then to the Nile for a brief sail on the river. Our hotel that night was close to the Pyramids so we could take in dinner in a tent with dancing horses, the usual belly dancer, a whirling dervish of many colors. Our ride back to Port Said the next day paralleled the Suez Canal, and we could see many ships moving through the desert. We made a brief stop at a marina 30 miles up the canal and then pressed on for a formal dinner in Port Said with the usual presentations.

Leg Nine — Epilogue. We departed Port Said without difficulty for the return leg to Herzliya some 136 miles back down our route, and again had fantastic sailing conditions most of the way. The security was again tight, but as we had all been vetted earlier, there was less difficulty than on our initial entry into Israel. Herzliya is a modern city with a serious marina and yacht club, and we were able to leave our boats there without concern for trips to Jerusalem, the Negiv Desert, the Dead Sea, and Masada. All of these attractions

The first class marina at Haifa, Israel. While the fleet was here, a terrorist attack up the road killed 17 Israelis. But the rally went on.



Spread; Rally headquarters in Lebanon was the Automobile Touring Association facility at Jounieh. Inset; Hall and Wendy.

some to some of the fleet who were ordered to make several course changes — that made no obvious sense — during the early morning hours. While 10 miles offshore, the fleet was told to group up for escort into the marina — but then the escort was delayed for two hours. This led to some discontent within the fleet, and the rally experienced some dropouts at this point.

The day after our arrival, a bus bombing up the road killed 17 Israelis — something we learned as we boarded a bus for a local tour. But everyone went ahead with the scheduled tour to explore Acco (ACRE), having been hosted individually for dinner the night before in the homes of the local yacht club members.

Leg Seven. After two days in Haifa, we set out on yet another night passage of 83 miles up the coast to Ashkelon Marina, where a modern but largely empty marina awaited us. We rested up for once before leaving for Port Said, Egypt.

Leg Eight. On June 8, a total of 25 of the original 38 starters sailed off from Ashkelon on the 120-mile trip to Port Said

at the northern end of the Suez Canal. We had a lovely tight reach through the night and arrived at the harbor entrance at dawn. The Rally organizers had contemplated a problem free entrance to the Port and anchorage in Arsenal Bay, where we expected to be able to leave our boats for an overnight trip to Cairo and the Pyramids. Problems arose, however, as soon as we approached the entrance to the harbor, as canal pilots seeking fees for pilotage physically blocked the fleet from entering the harbor for over an hour. As the time went on, radio transmissions of increasing volume went back and forth. The pilots ultimately conceded our right to proceed without pilotage to the harbor — but only after repeated promises of 'gifts' had been made by our Egyptian agent.

We proceeded unmolested to the Arsenal Basin, where we were expected, and where new mooring hardware had been installed for us to provide security for the boats as the skippers and crews toured Cairo and Giza.

CHANGES

were well worth visiting, and we were again among the very few tourists at any of them.

The marina extended its hospitality for an additional week without charge so that those who were interested could take an unofficial three-day trip to Jordan to visit Petra and Amman. We elected to do this, and were treated to a truly wonderful day at Petra, which is a magnificent ruin. Jordan is also experiencing a lack of tourism, and the 23 of us who made the trip were the first guests our four-star hotel had in three weeks.

Unfortunately, while we were in Jordan, three suicide bombs killed 33 people in Jerusalem and new hostilities commenced which resulted in delays reentering Israel at the River Jordan crossing. Since the Rally had now been completed, we cleared Herzliya for Cyprus the morning following our return from Jordan, and within a week were back in our mooring at Kemer Marina.

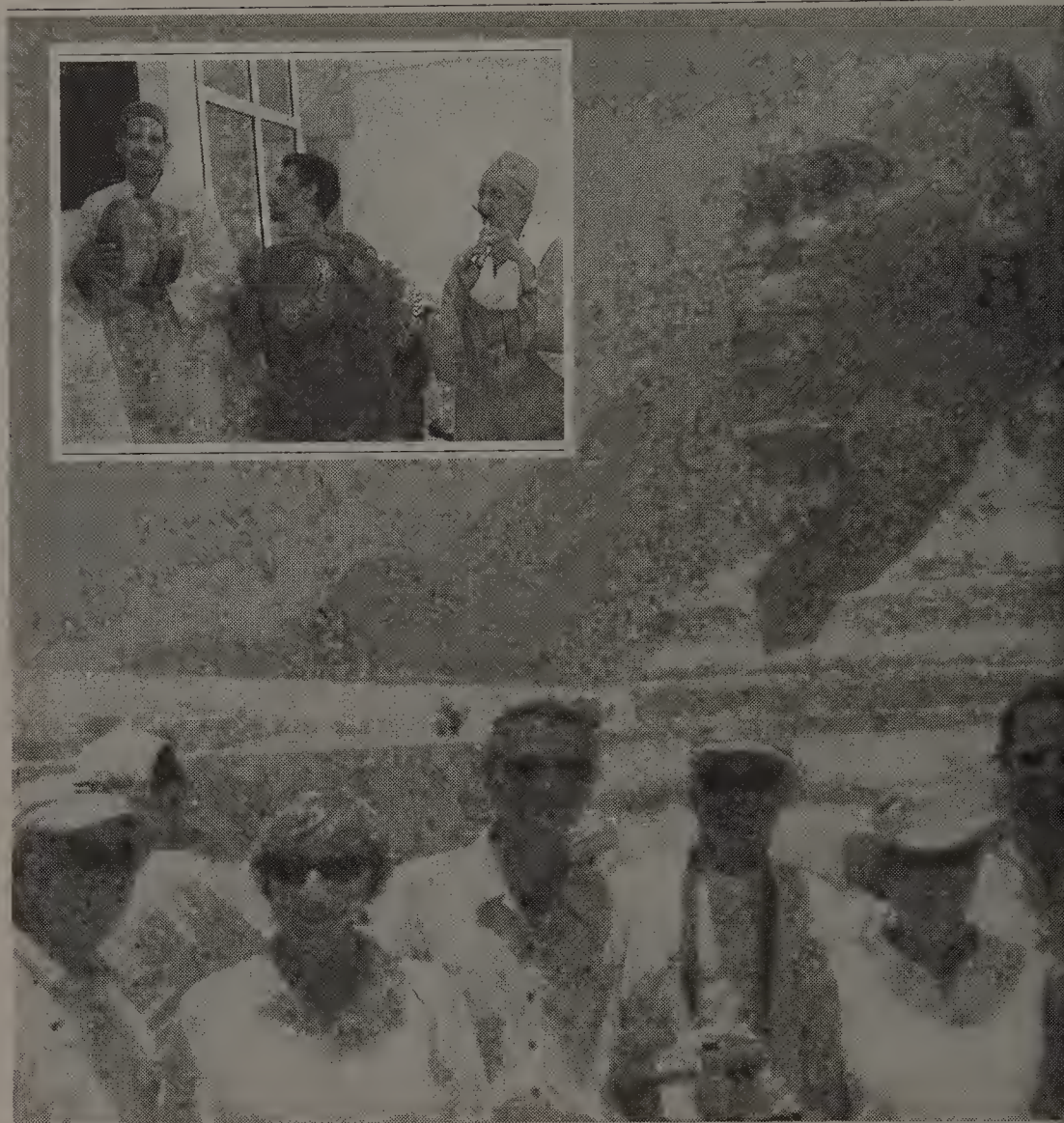
The EMYR was the experience of a lifetime, yet several boats were on it for their third and fourth times, so the appeal of the event must be lingering. From an economic perspective, the Rally was certainly the greatest bargain one could ask for. All of our berthage, most of our meals, and almost all of our social activities were included in the price of \$120 per crew member. The costs of the optional tours were minimal. On top of that was the very real gratitude we received from our hosts in all of the places we visited. We would not dream of undertaking a similar agenda on our own, but if we did, I cannot see it costing less than several thousand dollars — and it still would have lacked the fun and companionship of being with our fellow Rally participants. The EMYR is obviously a heavily subsidized event with innumerable hours of work by the sponsors.

Our inclination is toward a slower pace with fewer overnight passages and more lay days, but these are small nits to pick in the overall context of the experience. We can and do recommend the event to anyone, keeping in mind the obvious risks of being in that part of the world at this time. The risks are very real, yet probably overestimated by most of us with little experience with such conditions.

— hall & wendy 6/25/02

Witch of Endor — Formosa 41 Ketch
Steve Cherry
Viva — Islander 37
Bob Willmann
Nicaragua Report

We think that cruisers should try Corinto, Nicaragua — although they



should keep the boat locked up while away and while sleeping. Bob's Viva was the only boat in the harbor before I showed up. As reported in last month's *Changes*, his boat was boarded in the night while he was sleeping in the cockpit. The bad guys ripped off a bunch of food, clothing, money, and the built-in stereo without even waking him. Nobody has attempted to board my *Witch* — maybe there is safety in numbers.

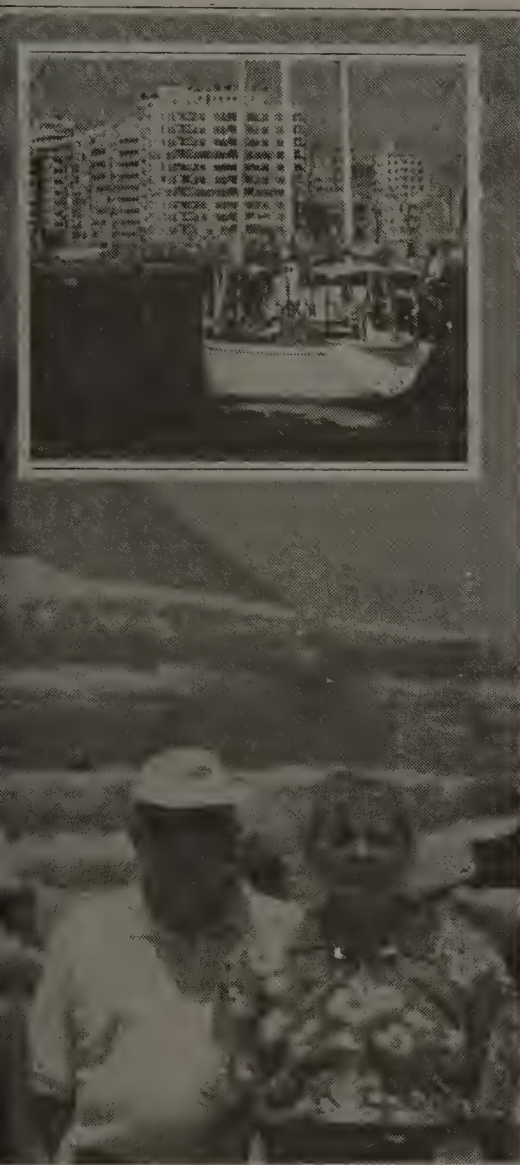
Coming into the harbor at Corinto is pretty much a straight shot followed by a dogleg to the right and then another dogleg to the left. There are range markers all the way. The anchorage is on the far side of the channel about equidistant from the blue power barge and the knuckle of the main wharf where the tugs tie up. The bottom is 15 feet with mud and sand. There is good holding. The Port Captain probably won't answer the radio if you call. After I arrived, I went ashore, had a few beers, then went back to my boat and took a nap. The Port Captain didn't show up until the next day.

There is a convenient and safe place to tie up the dinghy — in the corner of a little knuckle in the main wharf between

Spread; Rally members pose with a stone-faced local in Egypt. Inset left; There was a warm welcome in Cairo. Inset right; Port Said.

the tug berths. You'll find a vertical ladder for getting up the wharf. Dinghies left here are reasonably safe there because of Port Security and the proximity of the tug crews. The Port Captain, *Aduana* and *Migracion* are all within a block of the main wharf. Just walk toward town and you'll find a gate abeam of the big container crane. The guards are accustomed to seeing cruisers come and go. The three offices of the officials are right there on the street. It cost me \$30 at *Migracion*, \$10 at *Aduana*, but nothing at the Port Captain — until I left when it cost \$15 for a *zarpe*. All the port officials were courteous and friendly.

If you go a couple of blocks up the street, you'll see two banks and a Texaco gas station. From there, it's not far to the town square. Corinto is extremely poor, but relatively clean. The central park has a zoological display that includes a caged croc and a bunch of little turtles. Teo and his wife run the La Glorieta *palapa*, where



ALL PHOTOS COURTESY RELATIVITY

the coast actually does have a name — Astillero. We didn't see the reef as noted in Charlie's, and the locals said there weren't any rocks in the area — but it might be there. It's a breezy anchorage, but there's good holding on a sand bottom. The local kids gathered to watch us *gringos* come through the surf in our inflatables and were eager to hold our bow when we headed back out to our big boats. Astillero is a good stop. We enjoyed a couple of good meals ashore, procured some lobster, did light reprovisioning at the small *pulperias*, and established a good rapport with the locals.

San Juan del Sur is a bigger anchorage near the Costa Rican border. It's windy, like most of the Nicaraguan coast, but there is good holding. The Port Captain will come out to your boat on arrival. When you want to depart, you must visit his office, which is in an A-Frame house with a conspicuous antenna up the hill. The Port Captain's office was staffed with courteous and professional officials. The same can't be said of the local Immigration office — which is at the border with Costa Rica. Plan on wasting most of a day, as it requires two buses each way, a two-hour wait for the stamp, and the trip back.

It can be tricky landing through the surf, so we tied our dinghies to the main dock the first day. After that, we used the water taxi. The water taxi is a classic, with a half dozen tires on the starboard side for going alongside fishing boats, and about 20 fenders in a variety of colors and states of inflation on the port side to pick up people from sailboats. The water taxi service is run by Che, who operates from 6 a.m. to 5 p.m. He is punctual about picking you up at prearranged times. He'll drop you off and pick you up at the main dock, where fuel and water are available — as are fish and lobster.

It's a short walk to town from the main dock. There you will find a few modest Internet cafes, the best of which is in the language school about a block from the gate to the commercial wharf. Other places to visit include Ricardo's Bar, the Iguana Bar, Bar Vicky, and Nacho Mama's Mexican restaurant. San Juan del Sur has a pretty good central market with nice looking fresh veggies and other goodies. Elsewhere in town is a good *lavandería*, with a four hour turnaround and a mobile bank that opens across the street from

Ricardo's on Mondays and Thursdays. Side trips can be arranged to Rivas and Lago de Nicaragua. Rivas has a Credomatic affiliate for those not on the 'Plus' banking system, as well as good shopping. Lake Nicaragua is a very interesting diversion from the norm, with trips available out to Isla Ometepe for those who want to spend the entire day.

That's our take on Nicaragua.

— *steve*

— *bob*

Velella — Wylie 31

**Garth Wilcox & Wendy Hinman
Passage to Minerva Reef
(Seattle)**

Before leaving New Zealand in late May after a southern hemisphere summer, we returned briefly to Auckland to finish a few projects and say our good-byes to friends there. Once our projects were finished, we felt more ready for an ocean passage than ever before. So we even had time to do a few fun times in Auckland before leaving.

We fit in a few more nights out with our gang before we would disperse in different directions. We even had time to schedule an interview with a Japanese sailing magazine the day before we were planning to leave. We also checked out the Alinghi Compound for Switzerland's America's Cup Team, which had just been opened to the public. Garth and I had a go on the coffee grinders during a simulated spinnaker hoist, and I tried the bow simulator designed to test one's balance on the bow of a bucking boat. After so much sailing, it seemed pretty normal to me. There were all kinds of displays and many of the Alinghi team members were on site. I got to chat with and take some photos of skipper Russell Coutts, who seemed surprised that we'd sailed to New Zealand from the U.S. in such a small

With Garth near the bow and Wendy driving, the couple rig 'Velella' for light air sailing.



they serve cold beer for 65 cents. There are lots of places to eat. At Mariner's Rest, you can get chicken, spaghetti, red beans, rice and a *cerveza* — all for a couple of bucks. Also within a block of the central park is a *mercado*, *ferreteria*, cinema, library, and lots of shops. While in the park, you'll probably meet Chuck Roa, a retired master diver for the United States Navy. He's a good source of local information.

As for the anchored barge with four huge diesels, it's an ENRON power-generating plant that provides 15% of Nicaragua's electricity. ENRON has similar facilities in Honduras, Costa Rica, and Panama. The guys who run the plant are terrific, and are happy to try to help cruisers with pesky mechanical problems.

The downside to Corinto is that you'll see a few teenagers walking around sniffing glue and trying to bum money, and a few old bums looking for a handout. They are a nuisance rather than a threat — at least during the daytime. We made sure we got off the streets and back to our boats before sundown.

The 'No Name' anchorage further down

CHANGES

boat. When we return to New Zealand in November, the Louis Vuitton Challenger series is likely to be well underway and it will be even more interesting.

Before any major passage — and the New Zealand to South Pacific passage is one of the more significant — all the bluewater cruisers in the area talk about which is the best weather window to head for the tropics. We checked various weather sites daily on the Internet as we finished our preparations. We were provisioned and all ready to go when a low pressure system stalled, creating adverse winds. So we were stalled, too. Before each passage, I make a bunch of ready-to-eat meals to minimize the need for cooking in rough weather, so the clock was ticking on all this food. Plus, we were starting to eat through our stores. Finally the wind turned more southerly, although it was quite strong. While it takes courage to leave a perfectly good marina when the forecast is calling for a gale with gusts to 50 knots, it was great timing for us to head north quickly under a full moon. So we took off.

For the first four days, we had 35+ knot winds, mostly from behind us. During the first couple of these days, we thought 'Yee ha!' It was a wet, wild, and really cold ride, but we were averaging 7.5 knots while flying just a reefed #3 — which is about the size of a handkerchief. But by the third day, this kind of sailing was getting a little old. Our foul weather gear had become soaked through, and it was a challenge to do anything below decks — including putting on the many layers of clothing we needed to stay warm.

We checked in with Russell Radio each morning by HF radio, giving our position coordinates, and received a personal weather prediction for our current position. When I heard a forecast that called for the wind to build once again in our area, my heart sank, for it had finally become too uncomfortable down below to function beyond survival. Despite the forecast, the wind and waves continued to mellow, there were fewer squalls, and the wind was from further aft. By the fourth day, we were pretty comfortable but still going fast. We covered far more distance in much less time than on the same passage to New Zealand — and we still hadn't raised the main during the first 4.5 days!

We saw more rainbows in those first few days than we've ever seen, and we each saw the most incredible 'moonbow' — which could have only been produced by a full moon and rainsqualls. And as the weather cleared, millions of stars — more than we'd been able to see amidst the lights of New Zealand — became vis-



ible once again.

Initially, we'd sailed east on the westerly winds on the assumption that the wind would come from the southeast and east once we got into the tradewinds. We then sailed mostly due north, hovering about the International Dateline — 180 degrees, where east meets west — and joked about going from tomorrow to yesterday by changing our heading slightly.

The fifth day of our passage was a mess, as our sink drain disintegrated, allowing gray bilge water to flood the drawers of kitchen tools beneath the sink. So while we were bouncing around, Garth spent his precious off watch hours trying to rebuild the drain, and I spent mine trying to clean and dry all the miscellaneous drawer contents — towels, hot pads, matches, and so forth — amidst unfinished dirty dishes from our prior meal. We eventually got things back together, but the incident reminded me of the pressure cooker explosion we'd experienced a few days before leaving Auckland. That had resulted in split pea soup being splattered all over our living area, which took us hours to clean. Thank God that hadn't happened while we were underway!

We planned a pit stop at Minerva Reef — two shallow spots enclosed inside a fringing reef in the middle of the ocean — and we were quite ready for a little rest and clean up by the time we got close. In addition, the wind was starting to turn

against us. By nightfall, we were only 15 miles south of South Minerva Reef with the wind quickly building from ahead, so we loitered about for 16 hours in wet choppy seas before we could enter the reef safely in good daylight. Without GPS, a planned visit — the only kind you'd want at Minerva — would not be possible. We came within half a mile before we spotted the reef, and the narrow channel opening between breakers to the calmer waters inside. There is no land at Minerva, only a sharp reef that you can walk on for just a couple of hours a day during low tide. Come high tide, the reef is nearly invisible even from inside. We were literally anchored in the middle of the ocean with no land for hundreds of miles. We found it a little disquieting.

On our way to Minerva, we'd read a fascinating story about a shipwreck there in '62 that stranded 17 Tongan men for four months. Using just a serrated knife and a hammer as tools, they were able to use pieces from their wreck and that of another to build a small outrigger that three of them sailed the 400 miles back to Fiji to get help. Their story of survival amidst the most trying conditions was inspiring, but we hoped we'd only have to read about such things.

Here are the statistics for our trip from Auckland to North Minerva Reef. Miles



BETTY SCHMIDT

There was a cruiser 'raft-up' at Donner Lake on August 17 with 126 attendees. Wow! We're told that most of them have done at least one Ha-Ha.

sailed — 932. Time motored — none. Wind speed: 35+ knots S, SW, SE mostly, then 5 knots from the east, briefly building to 25 knots NE for 20 hours. Highest boat speed — 9 knots. Lowest boat speed — 1.7 knots, but only for a few hours. Average daily run — 140 miles. Passage highlights — peeling off layers of clothing and warming up in the sunshine as we ventured north; seeing millions of stars reappear, and watching the miles add up. Low point — doing an epoxy job on the sink drain in the middle of the ocean in 25 knots of wind, and cleaning up.

After arriving in Minerva Reef, we basically just slept, read, and cleaned up the boat and ourselves for the first couple of days. We had planned to stay a while to relax, to finish some of the fresh food we had on board, and to gradually get used to the warmer temperatures before reaching the intense heat of Fiji.

We contemplated launching the dinghy and rowing out to explore the reef during low tide, but thought it was a little windy and couldn't muster up the energy. But two other boats — one German and one Spanish — anchored nearby had launched theirs and gone exploring. After dark, we heard voices outside and

thought maybe some of the other yachts were off to try to catch lobster. But when we heard whistles, we came on deck and realized the folks in the dinghy, having lost the use of their outboard, were being blown across the lagoon faster than they could paddle. Since the reef was submerged, there was nothing to stop them for thousands of open ocean miles. We quickly pulled out our floodlight to shine on them, took a bearing with the hand-bearing compass, and called the other boat on the VHF to see if they could rescue them — as our dinghy wasn't in the water. The folks on *Nicole of Spain* had already put away their dinghy, but in an impressively short time raised their anchor and set off toward where our light shone, watching for coral heads from their bow with a floodlight.

We learned later that the German couple was returning to their boat after visiting with *Nicole of Spain*, and had lost one oar and broken the second before realizing they needed outside help after losing their engine. It had been a scary incident, but resulted in a well-coordinated rescue. It reminded us that Minerva Reef is just a shallow spot in the middle of the ocean, and that venturing off in the dinghy isn't something that should be approached lightly. We planned to visit the reef the next day, but had to stop short after one of our oarlocks broke and a second on the same side threatened to break

free without reinforcement. (We couldn't find anything but cheap fittings in New Zealand, and they didn't even last two months!) After the other boats left, Minerva Reef was almost eerie. We were really cautious when we explored the reef. It's one thing to be out sailing in our home on the ocean, but quite another to be adrift in a rowing dinghy.

After a few more days of fine dining — including two bourbon apple pies from the Pie Man — and good rest, we figured it was time to continue on to Fiji. Besides, the crowd from behind us was starting to catch up.

The lure of continuing on was strong, as we knew that with just four more days of sailing, we could reach Savusavu, where we could enjoy a calm anchorage and the amenities of a port. The wind was fairly steady from behind us as we started out, then gradually moved forward and lightened until we were beating into a light wind with mellow seas. Overall, it was pleasant sailing. We were disappointed, however, to be unable to reach port before dark on our fourth day, and had to loiter outside the reef again for the next 15 hours. Naturally, the wind came up once we didn't need to sail anywhere. So we decided to drop the jib and double reef the main for the night.

Unfortunately, as Garth was pulling in the leech of the main, the winch flew off the boom, hit him in the head, bounced on the deck — splintering the wood and leaving a noticeable gouge — then went overboard. Ouch! We're lucky to have a second boom winch, but the extra night out turned out to be costly. We did our best to rest on our alternating off watches through the night, and after first light, headed for the pass in the reef. We made landfall in the small town of Savusavu at about 10 a.m. After getting some rest, we're looking forward to exploring Fiji.

— wendy & garth 09/02/02

Cruise Notes:

"Our cruising plans are on hold right now," writes Ingo Jevé of the San Francisco-based *Vallant 40 Seeadler*, which is currently in Kemer, Turkey. "We just got the news that my sister in Berlin is terminally ill with lung cancer, so we now must take care of her. Like always, my wife Espie is doing a super job of helping me. One day I will sit down and write some more about our sailing adventures in Europe. Until then, keep the dream alive."

It's amazing how time flies. It seems like yesterday that we first met Ingo and Espie in Mazatlan and Isla Isabella — but it was actually 1977.

"We always hope to hear from those

CHANGES



David and Janet have covered lots of ground with 'Alegria', the boat they completed from an Ingrid hull 26 years ago. And they're still going.

folks that we have met while cruising, but have lost touch with," say David Heath and Janet Erken of the Seattle-based homebuilt 38-ft cutter **Alegria**, which is current in Baltimore. "Since there are several *Alegrias* out sailing now, here is our brief biography. Three of us built *Alegria*

— which has an Ingrid hull — and launched her near Seattle in 1976. The next year we sailed her along the coast from Seattle to Acapulco, then across the Pacific to French Polynesia, the Hawaiian Is-

lands, Vancouver Island, and back to Seattle in '79. Two years later, we sailed back to the Sea of Cortez for a little more than five years. After leaving La Paz in '86, we sailed down the coast of Costa Rica to Panama, and then up the Western Caribbean to Isla San Andreas, Roatan and the Rio Dulce, and reached Texas in '89. We

left the Houston area 10 years later and are now in Baltimore. We plan to do the Bahamas this winter and perhaps spend next summer in Trinidad. Lost friends can email us at yacht_alegria@hotmail.com. Don't forget to email us before the end of September and don't forget to put 'Latitude' in the subject line — or your message will automatically go into the trash bin. May the wind and your ground tackle always treat you well."

It's been an event-filled four years for Ben Siebert. He started out with the Ericson 29 **Chloe** in the Channel Islands, but sold her, and in July of '98 he and his new wife Marilyn purchased the Kennex 445 catamaran **Side by Side** in Annapolis. Ben delivered the cat south to Fort Lauderdale in the fall, and in the spring of '99 — with Marilyn five months pregnant — they took off cruising. They caught the end of Sailing Week in Georgetown and found the Exumas to be awesome. When Marilyn became eight months pregnant, they parked the boat in Miami and returned to California where their son Noah was born. While in California, they'd put their boat in a Florida bareboat manage-

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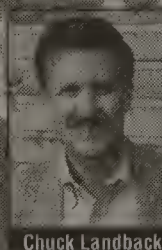
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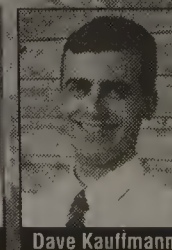
Chuck Landback



Jill Landback



Joe Mathews

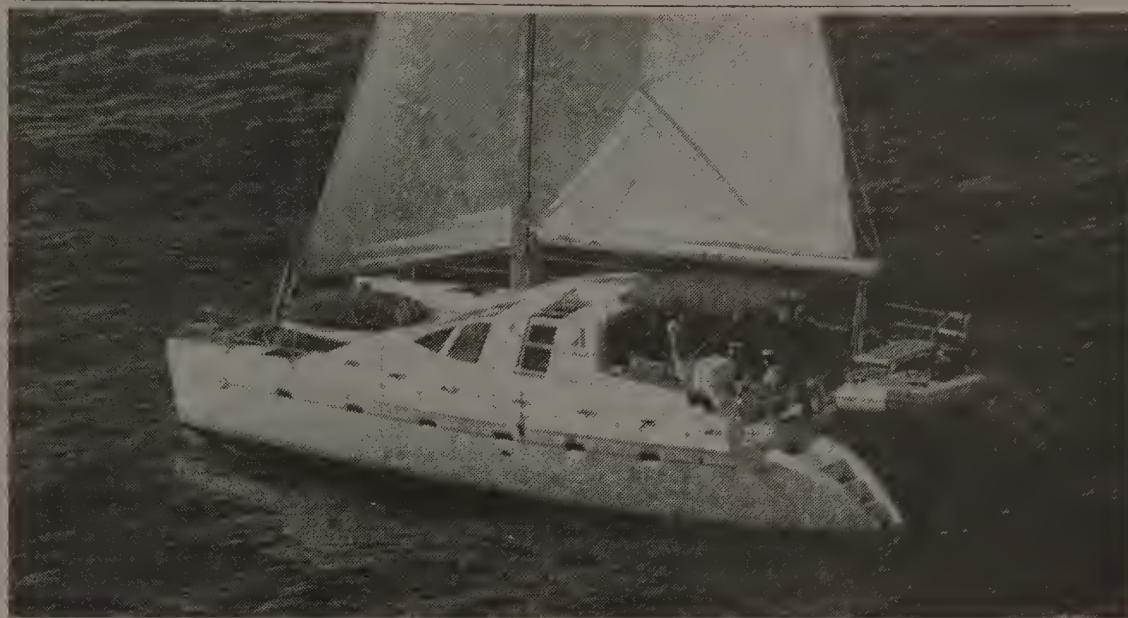


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This photo is of 'See Life' at the start of the 2000 Ha-Ha. She's a Kennex 445 sistership to the Sieberts' 'Side by Side'.

threw in the towel and decided to return to California to start Southern California Charters. The first boat in their program will be *Side by Side*.

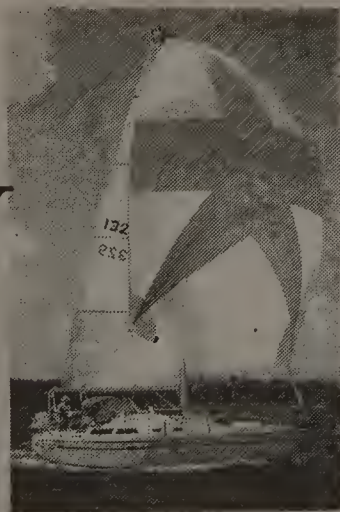
Before they could start anything, they

had to get the catamaran back to California. Rather than sail her, they put her on a Dockwise Yacht Transport 'sinker' ship, which will take their cat to Vancouver by way of San Diego. Thanks to the Jones Act, which is supposed to protect the seemingly nonexistent American shipping industry, *Side by Side* can't legally be unloaded in San Diego without first making a round trip to Vancouver, British

ment program. "It was a disaster," says Ben, "as the boat was trashed in three months." So they started their own bareboat company with *Side by Side*. After 15 months, they had a total of six boats in the program. Ben says the enterprise was the source of a million stories. One charterer, for instance, took a boat down to Haiti, picked up 16 illegal Chinese immigrants, and tried to smuggle them into the U.S.

That fall, the now three members of the Siebert family took off cruising once again, spending a year enjoying much of the Bahamas and getting as far south as the Turks & Caicos. Marilyn, who must be a real trooper, became pregnant a second time, so they returned to Miami a year ago in March, where Sierra was born. In January of this year, they — now a family of four — sold their cruising company to one of the boatowners, and took off for the Eastern Caribbean. Ben says it was rough going along the famed 'Thorny Path' to the Eastern Caribbean, particularly with two infants. After waiting in the Dominican Republic for three weeks to get a weather window east, Ben and Marilyn

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FALL 2002 SEMINARS and EVENTS

SEMINARS

Oct 15 Survival and Safety at Sea — Bruce Brown, Switlik/ACR

Oct 22 TBA

Oct 24 TBA

Oct 31 Outfitting Your Boat for Safety — Bruce Brown, Switlik/ACR

Nov 7 Cruising the Sea of Cortez — Gerry Cunningham, Cruising Charts

Nov 12 Your Boat's Electrical/Charging System —
John Gambill, Hotwire Enterprises/Kiss Wind Generators

Nov 14 Surviving a Haul-Out — C.F. Koehler, Koehler Kraft

Nov 19 Engine Troubleshooting and Maintenance — C.F. Koehler, Koehler Kraft

Nov 21 Marine Weather and Forecasting — Dan Brown

Nov 26 TBA

There is a \$3.00 charge per person to attend each seminar. Seminars are held at the Point Loma Assembly, 3035 Talbot St. (two blocks west on Rosecrans St. at Talbot.)

EVENTS

Oct 28-29 Start of the Baja Ha-Ha

Nov 2 Point Loma Cultural Fair

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Columbia. But the Sieberts have decided to cruise her for a few weeks in the San Juans first, then sail her south to San Diego. For anyone thinking about shipping their boat, Ben recommends price shopping online rather than dealing with a local agent. Dockwise's rep in Florida quoted them \$16,000 for the trip to Vancouver, but when he went to the Belgium-based company's online site, he booked the same passage for only \$10,200 — a huge savings. It would have cost an extra \$4,800 to ship the boat back down to San Diego. Ben was surprised how easy it was to load the ship. "I figured that it would take them a day or two to load the 50 or so yachts, but it was so simple they had it done in just two or three hours." The trip from Fort Lauderdale to Vancouver will take three weeks. Ben gives the Kennex top marks for liveability and room. He says she's not as fast as a similar-sized Catana, but she's more comfortable in heavy weather. Old friends can reach the Sieberts at side241@yahoo.com.

"The accompanying photos are of Doug, my husband, and I, sailing with the spinnaker up for the first time," writes

MAMOUNA



Lisa, a spinnaker virgin, on the bow of 'Mamouna', enjoying her first time. Careful, because flying the chute can be addictive.

Lisa Welch of the Peterson 44 **Mamouna**. "We left San Diego in December of 2000, and have been cruising toward Panama ever since. *Mamouna* is currently in El Salvador while we are visiting family and

friends back in the States. We will return to the boat in September and begin cruising to Costa Rica. Our favorite places thus far have been Isla Isabella, San Blas, Banderas Bay, Zihuatanejo, and Puerto Escondido, all of which are on the Mexican mainland, and Bahia del Sol, El Salvador. We've enjoyed so much beautiful scenery and so many fun-loving people along the way. This is my first long-distance voyage, but as you can see, I have the fever!"

Sorry we didn't have enough space for photos of both you and your husband, Lisa, so his photo will have to wait until you write again.

"Hello from the anchorage in Washington Channel in Washington, D.C., just a short distance from our nation's capitol," write Bill and Lisa Brown of the Sacramento and Bellingham-based 44-ft cutter **Vite**. "It's a little strange in this urban setting after two years of being on the east and west coasts of Mexico and Central America. The access to the free tourist attractions of the capital are wonderful, however. The Capital YC gives the crews

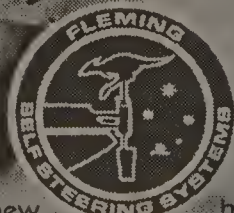
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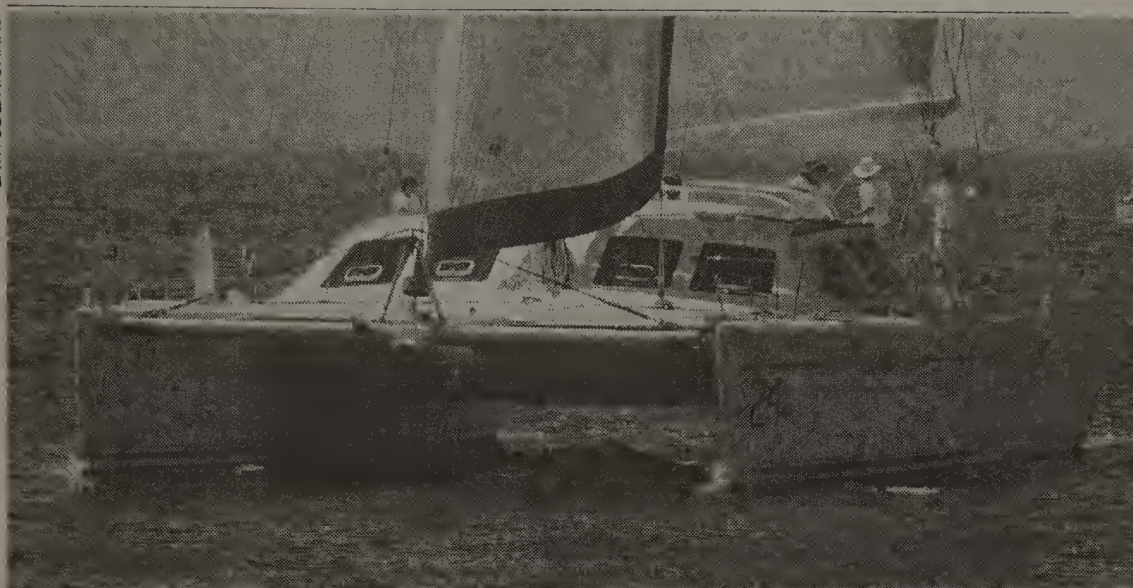
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LATITUDE/RICHARD



'Little Wing' was fast under sail at the Banderas Bay Regatta, but was even faster coming up the coast of Baja under power.

crease, so we decided not to stop at Bahia Santa Maria, and continued on to Turtle Bay, arriving on the evening of the 8th. The Chubasco Net forecast for the next two days was for fog, with light and variable winds with a southwesterly component on the way to San Diego. The fuel

dock was out of fuel, so the next morning Ernesto came out in his *panga* and we gave him 4,200 pesos for 600 liters of fuel. Pat, having never experienced the warmth and hospitality of Mexico, expected to never see Ernesto again. But an hour later he was rolling the barrels of fuel down the beach and loading them into his *panga*. We left Turtle Bay at noon on Tuesday in fog and glassy sea conditions. For the next two days we had light and variable southwesterlies. At 4 a.m. on Thurs-

of anchored boats access to their clubhouse and dinghy dock for \$10 a day including showers. It's more expensive than San Blas, Panama, but it's worth it. In addition to 50-cent laundry machines and cheap Internet access, the club has the best bar on either coast! It's hot and humid in D.C., but the indoors and movies are air-conditioned, so we manage. We're waiting for the Annapolis Boat Show in October, and will then head down to the Bahamas and Turks & Caicos. Next summer we're headed to Maine and Nova Scotia. We just hope the economy gets better so we can keep doing this. Sweet sailing to everyone."

"I have been reading some of the accounts of this year's Baja Bash and think that perhaps we had one of the easiest," writes John Haste of the San Diego-based Perry 52 catamaran **Little Wing**. "We — my sister Pat Tryon, daughter Lisa Marr, my 13-year-old grandson Scott, and I — left Cabo on the afternoon of July 6. After rounding Cabo Falso, we encountered the expected 15 knots from the northwest, but nothing more. Still the winds didn't in-

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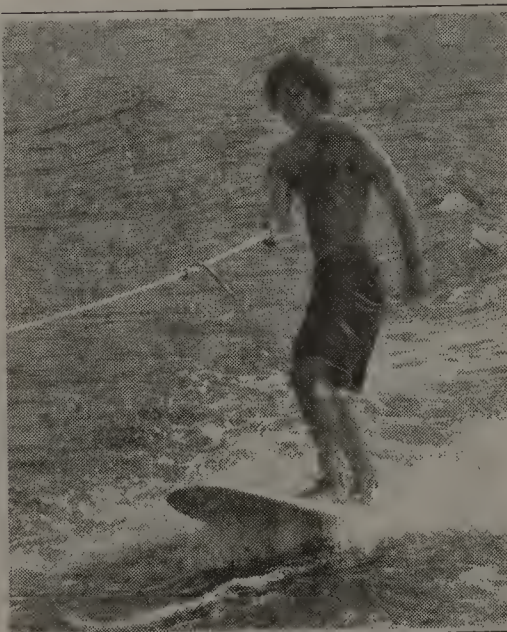
CHANGES

day we tied up at the Customs Dock in San Diego. If you subtract the 16-hour layover in Turtle Bay, we did the Bash in less than four days."

In the last few months, we've heard from quite a few people who had pleasant Bashes from Cabo to San Diego. If somebody doesn't have to adhere to a schedule — or if they can wait until after spring — they have a much better chance of a decent trip up the Baja coast.

"Kristen and I have been back in the States for almost three months after finishing our trip from Fort Lauderdale to San Diego with our Pearson 365 **Sol Mates**, writes Rob Runge. "The key word for our life has been readjustment, and my head is still spinning from reentry — working, driving, and learning about a new city — into the 'real world'. It seems like the adventure never stops. Kristen is back flying for American and is enjoying it again. I've landed a job selling ad space for two of the 15 radio stations in San Diego. There is so much I don't know, so once again I've undertaken another challenge with a steep learning curve. At least the odds of drowning are lower than with

LATITUDE/RICHARD



Rob of 'Sol Mates' in the good old days, surfing behind 'Profligate' in Z-town. Now he's surfing the career path wearing a coat and tie.

my last challenge. Those of you who are still cruising might be wondering how we're able to reenter the real world. It's not easy, and there are days when I think I want to hop back on the boat and sail

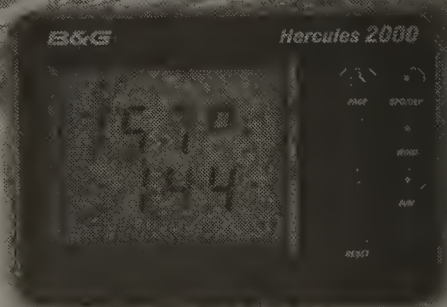
south again. But mostly it's pretty nice to be on dry land, and last week both Kristen and I got paychecks! It was my first since January of '01."

"We have enjoyed reading miscellaneous copies of *Latitude* as we made our way around the world," write Tad and Joyce Lhamon of the Bainbridge Island, Washington-based Alden 44 **Lyric**, "so we'd like to be added to your Circumnavigator's List. We departed Seattle in August of '96, and crossed our outbound path at Puerto Vallarta in May of this year. We're now on our way back up the West Coast to the Seattle area. Our circumnavigation was a little different in that we went around the tip of South Africa and then sailed all the way up to Scotland before getting to the Caribbean and coming through the Canal. Our route was as follows: Mexico, French Polynesia, other Pacific islands, New Zealand, mid-Pacific islands, Australia, Indonesia, Singapore, Malaysia, Thailand, Sri Lanka, Maldives, Chagos, Seychelles, East Africa, South Africa, Atlantic Islands of St. Helena and Ascension, Ireland, Scotland,

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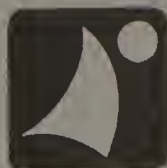
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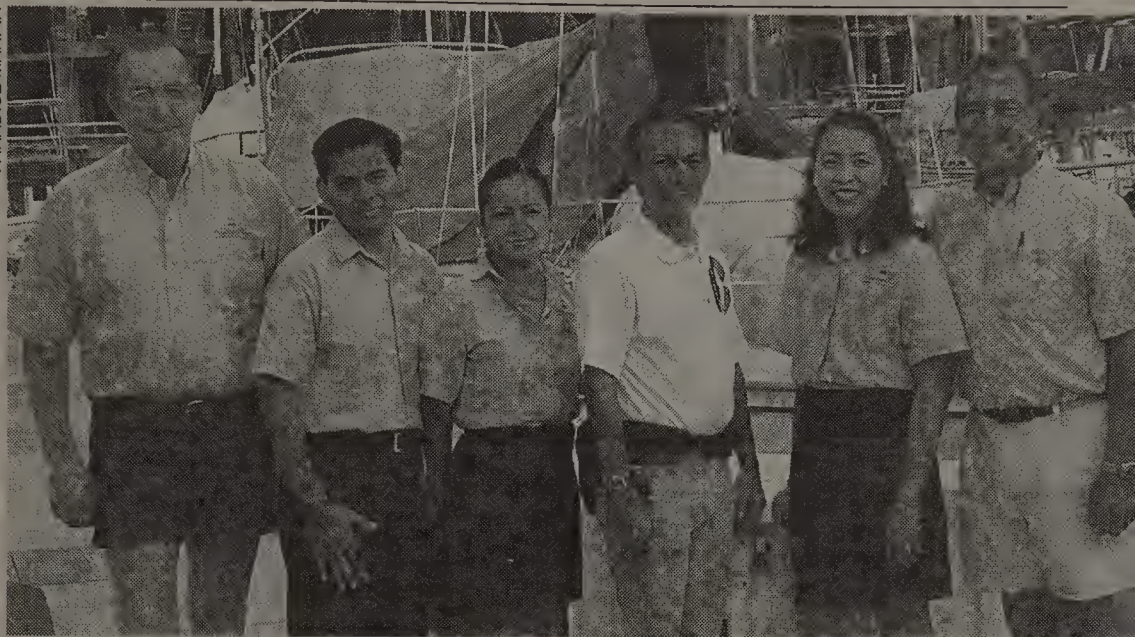


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The staff at Paradise Marina. From left, Dick Markie, Manuel Castro, Rose Mary Rodriguez, Juan Arias, Gina Markie, and Karl Raggio.

here, and along with Karl, Juan, and Manuel, we hope to keep it that way. Incidentally, the new yacht club came out better than I expected, and the new showers and hot tub are now open. In addition,

we are opening the newly-completed bathrooms and showers at the end of E Dock down by the bridge. We can't wait to see all of our old friends and new cruisers when the season begins in just a few months."

"I'm currently in the Sacramento area for a month to take care of business and file my taxes for last year," reports Marc Hachey, who recently singlehanded the

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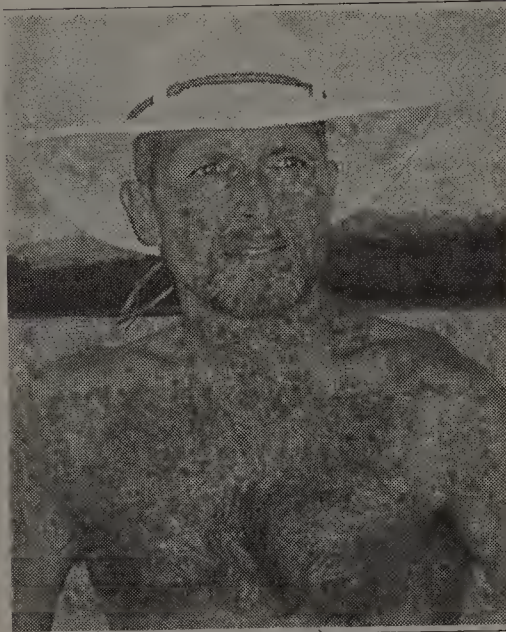
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CHANGES

Auburn-based Peterson 44 **Sea Angel** from San Francisco to the Northeast. "Fortunately, being out of the country while cruising is a valid reason for an automatic extension. Unfortunately, estimated taxes must be paid by April 15 when the extension form is filed. In any event, I am looking forward to attending the Cruiser's Mountain Raft Up in Truckee. By the way, if anyone thinks the prices on the West Coast or in Mexico are high, they should see what marinas and marina services cost in the Northeast. A transient slip in Falmouth Harbor on Cape Cod, for example, will cost you \$3/ft/night! And that's if you're lucky enough to find an empty one."

Dick McCune of Bali, Indonesia, reports that the **Royal Bali YC** was founded in February as a non-profit club to promote the sport of sailing and promote Indonesia as a sailing destination. With 35 initial members, the club's first event was to take a group of young Indonesian sailors on club yachts for a two-day rally to Padangbai Beach. Their second event was being the destination for the Darwin to Bali Race — which replaced the old Darwin to Ambon Race. A fleet of 16 boats



SEA ANGEL

Marc Hachey of the Auburn-based 'Sea Angel', looking stylish and buff — but a little grim. You can't go overboard with the singlehandeding.

arrived in early August, the sole American entry being the Deerfoot 62 **Mango Tango**.

What does Bali have to offer cruisers? According to the brochure, "A year round

sailing destination located roughly in the center of the Indonesia Archipelago of 17,000 islands. Depending on the season, there are easterly or westerly tradewinds — but there are no tropical cyclones. Sailors are encouraged to leave their vessels for short term to enjoy inland travel on an island that is one of the world's dream tourist destinations, or long term so they can return home. So plan ahead and join the party by escaping to Bali, a tropical paradise with warm and wonderful people. For further information, call 08123-956-173." You can also contact them through www.balimarina.com, as the club's own web address won't work for us. For what it's worth, Indonesia is 88% Muslim, but Bali is overwhelmingly Hindu.

"For five weeks now, we have called the Barillas Marina Club in El Salvador our home," report Steven and Jackie Gloor of the San Diego-based **Moonshadow**. "It's a very nice destination in a country still struggling to recover from 12 years of civil war and a devastating earthquake. The Barillas Relief Project to build homes for impoverished locals is one of the major

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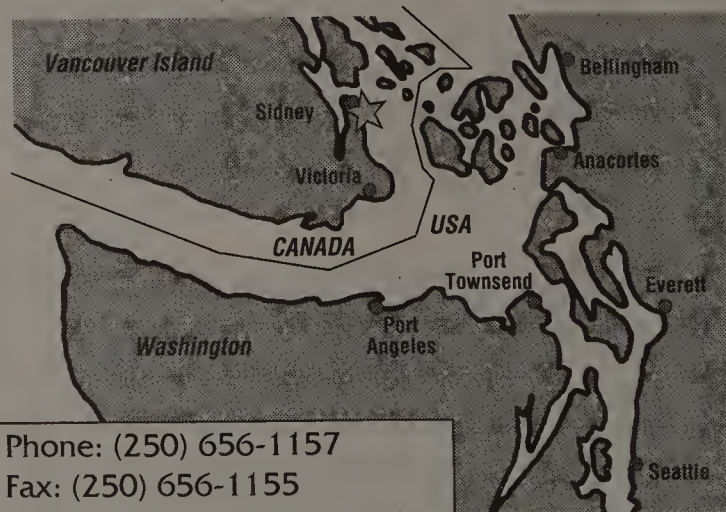
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reasons we came here. As of the end of June, the second phase of the project — six duplexes and six single family homes — has been completed. For us, working on the project has given us a chance to see part of El Salvador that most folks won't get to see — and to meet some wonderful locals and fellow cruisers. Dennis Johnson of the Columbia 50 **Knee Deep** has done the lion's share of the work on this phase of the project — as well as the first phase. He has been going up to the village — a three-hour roundtrip on very poor roads — three days a week for over a year now. If there is a medal given for charitable work, we nominate Dennis for the top of the list. After a hard day's work, it was always nice to be able to return to the Barillas Marina and enjoy the pristine pool and perhaps a potluck with other cruisers. With the arrival of summer, however, many cruisers have either continued south or left their boats here while they headed back to the States for the summer. After a trip to Guatemala in the coming weeks, we will join the other cruisers heading to Costa Rica and Panama."

"For several reasons and years, Nuevo

MOONSHADOW



All these cruisers have been helping out with the Barillas Relief Project, building houses for victims of the El Salvador earthquake.

Vallarta, Mexico, has been home — and it's sooo good to be back," writes Jim Meeker of the Cal 34 **Tafia**. "The low stress and relatively inexpensive lifestyle has my blood pressure back down to high school

numbers. Due to my quirky medical insurance, a glitch, and logistics, I was forced to return to the States rather than have my medical work done in Mexico. Thanks to sins in my earlier years, I had to have a high-tech ICD/pacemaker/magic box installed to keep me alive.

"Incidentally," Jim continues, "it may be of interest to cruisers to know there are several distinct medical systems in

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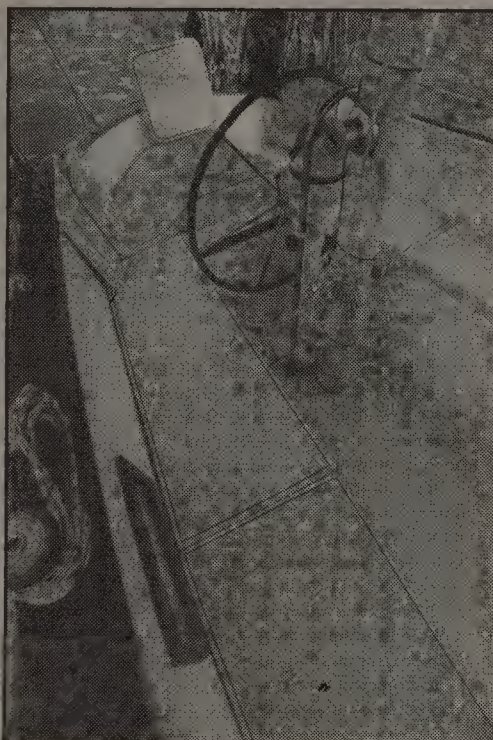
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CHANGES

Mexico. The university system has doctors, equipment, and technology equal to or better than many U.S. hospitals. IMSS, a government HMO, takes care of basic hospitalization needs and is an exceptional bargain for cruisers. IMSS patients with life-threatening problems are transferred to the university system. There are private and military hospitals — that cruisers can often use — but they run from poor to excellent. The hospitals for poor people and fishing village clinics, on the other hand, can't care for serious problems. There is no reason to settle for anything less than excellent doctors and hospitals in any of the larger Mexican ports. When something really bad happens, cruisers are the first to help. For example, thanks to Ron of **Encounter**, Rick of **Mejnoon**, Frederico of **Estudio**, and my new and old friends from the Peninsula YC, my face was picked up from the floor and I was taken to where I needed to go when I needed to go. Now that my gizmo has been installed, I feel wonderful — and stronger than I have in many years. And my test results were fabulous. My only problem is itchy feet, so I'd better get back to getting ready to go again."

LATITUDE/RICHARD



Jim Meeker of 'Tafia' at Turtle Bay in 1994 during the first ever Baja Ha-Ha. The smokes might not have been so good for his heart.

"After four months in Mexico, one in Guatemala, two in El Salvador, and six in Costa Rica, we find ourselves in Panama's Bocas del Toro," report Curt and Leigh Ingram of the Newport Beach-based

Cheoy Lee Pedrick 36 **First Star**. "Located on the northwestern coast of Panama on the Caribbean side, Bocas del Toro is a wonderful cruising area that has something for everyone. My wife and I are surfers, so we have been enjoying the waves. The water is clear, so there is good diving and several dive shops. The town has good provisioning, restaurants, Internet cafes, fuel, and transportation. There are flights daily to Panama City, from which you can fly to anywhere — which is why many cruisers leave their boats here when travelling back to the U.S. The Bocas YC and Marina, which is half full with 33 yachts while still under development, makes it easy to do this. The Bocas YC has floating docks, water, power, great laundry service, showers, heads, and will soon have a bar. The eager staff is helpful and wants to make your stay a pleasant one. They have assisted us with checking in, finding waves, getting repairs, arranging bottom cleaning, washing and polishing, and finding our way around. They have made calls and sent and received faxes for us. We have stayed at all of the marinas in Panama and like the Bocas YC the

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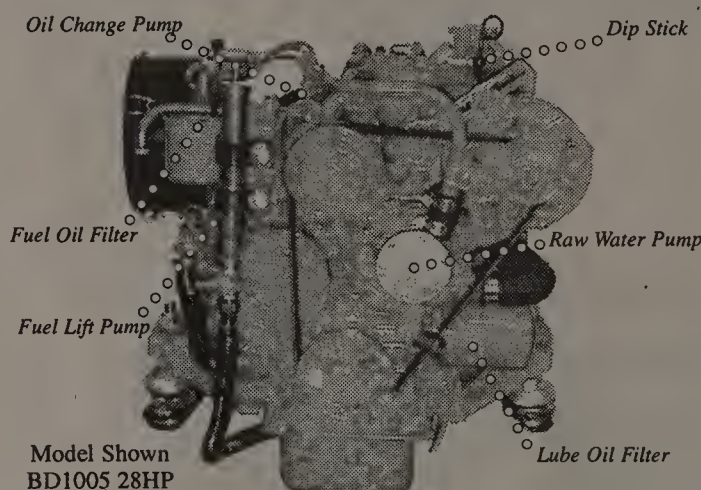
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Bartonbay@earthlink.net. And thanks, *Latitude*, for the constant prodding."

"No matter how you chart your course or how well you prepare yourself, sometimes life has a way of altering that course," say Jann Hedrick and Nancy Birnbaum of the Pt. Richmond-based (but currently in Mexico) Alberg 35 *Saga*. "Just as we were ready to leave San Carlos for Bahia de Los Angeles, my brother in-

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CHANGES

formed me that our mom is very ill, so we must put our cruise on hold again so I can go back to Miami to be with her. We'll pray for the best possible outcome. In any event, it looks as though we won't get back to *Saga* until early next year. At least we had a couple of good months in the Sea and got to meet some more great cruisers such as **C'est La Vie, La Brujita, Mi Casa, Navigator B, Sojourne, Sun Bear, NYankee Girl**, and others. We can be reached at sagasall@pocketmail.com.

"If you're thirsty in Puerto Escondido, Baja, you'll need 20 pesos — about \$2.20 U.S. — for a drink of water," report some 'San Francisco Bay cruisers' who wish to remain anonymous. "As of early August, Fonatur, the government tourist development agency, posted a sign at the locked water cage that notified cruisers that 1 to 200 liters would be 20 pesos, 200-500 liters would be 30 pesos, and 500 to 1,000 liters would be 40 pesos. According to the Fonatur sign at the parking lot, it now costs 20 pesos to launch a boat. In addition, it's 10 pesos to park for up to four hours, 50 pesos for the day, and 200 pesos for a month. It's all tentative, but Fonatur has said they are thinking of

LATITUDE/RICHARD



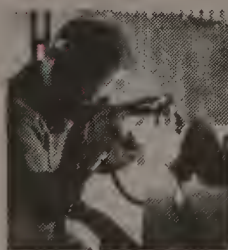
There reportedly aren't so many cruisers in the middle Sea of Cortez this summer. Is it the threat of fees or the U.S. economy?

charging \$1 day or \$25 a month for boats anchored in the bay or the 'Waiting Room'. The 'usage fee' would entitle boaters to use the dinghy dock (built and currently maintained by the local cruisers), the garbage shed (currently maintained by the local cruisers), and water dock. There has been a dramatic decrease in the number of boats based out of Puerto Escondido this summer. We're sure the U.S. economy has something to do with it, but we think

that it's more likely a combination of the port captain fees, Loreto National Park fees, and the ongoing rumors of proposed Fonatur fees."

We love receiving Changes from each of you — especially by email — but have a special favor to ask. Please, please, please, always include your boat name, boat type, skipper and mate's full name, and the boat's hailing port. And if you really want to be our heroes, include a relatively high resolution head and shoulders photo of yourself and one of the places you've been. By doing so, you'll have helped make Latitude a more enjoyable publication."

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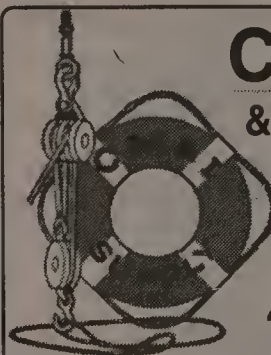
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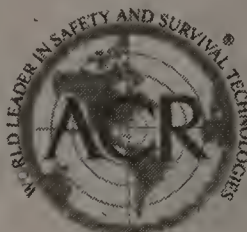
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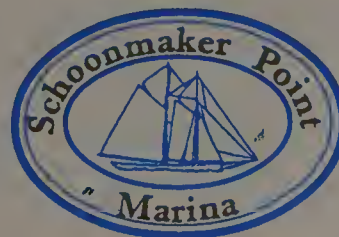
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1984 SAILNETICS EL TORO #10934. Excellent condition. Only sailed half dozen times. Oars, roof rack. \$1,000. Marin County. Call (415) 454-6234 or email: ppike@pikenet.com.

FINN, 1970s. Aluminum mast, two North sails, trailer. Good condition. Current title and registration. \$800/obo. Please email: mpichell1@attbi.com or call (650) 222-7080.

FLYING JUNIOR, 1977. 2 sets of sails, includes trailer. \$1,750. Please email Geoff: geoff@gonesailing.com or call (408) 971-8299.

LASER with full mast and new radial sail and mast. \$1,200. Call (530) 259-4668 or email: careforyou@citlink.net.

ZODIAC 15.5-FT RIB, 2000. Center console, bench seat, Mercury 40 hp 4-stroke, 240 hours. Great coach boat, dive, race committee, fishing or tender. Galvanized trailer. \$11,250/obo. Please call Blake (925) 360-7116.

14-FT SUNFISH/STARDANCER with LDude trailer. Yellow and white. Photos available. \$600. Contact Kris via email: klmackin@aol.com.

EUROPE DINGHY, 1992. Good condition and race ready. Solid boat and great for the Bay. Complete boat with all parts including mast, 2 sails, blade bag, dolly and covers. \$1,850. Please email Melina: melinahoyer@hotmail.com or call (415) 929-2970.

14-FT AVON INFLATABLE SPORTBOAT. 40 hp Nissan and galvanized trailer. Well maintained. Includes full cover, launching wheels and much more. \$4,000. Call (415) 332-4205.

9-FT ROLL-UP AVON. Very little use. Oars and pump. \$1,000. Call Rod (530) 525-6064.

BOSTON WHALER SQUALL. 9'2" LOA. New Awlgrip finish. Evinrude 4 hp motor. \$500. Please call (510) 521-2322 or email: MrMike1230@aol.com.

LASER. Mint condition. Never raced, little used, stored inside. White hull. Standard and radial rigs with white sails in excellent condition. Padded blade/sail bag, collapsible fat-wheel dolly, sunbrella deck cover. \$3,250. Please call (650) 325-2337 or (650) 465-5444.

AVON SUPERSPORT S3.45 RIB, 1991. 10.6-ft LOA plus trailer. 25 hp Mercury, electric start, center console, gauges, running lights, bilge pump, storage, bench seats, new prop. Runs good. \$3,500/obo. Please call (408) 480-0152 or email: eric_panning@yahoo.com.

9-FT ACHILLES LS4. Four-person inflatable. Hypalon fabric, perfect tender. New 6/23/02, used twice, change forces sale. \$890. Dave (415) 457-8349.

12-FT PELICAN CLASS SAILBOAT. #2651 with Calkins trailer. Built by Smith Bros. Excellent condition, Rush sails, roller furling. Always stored inside. \$2,750. Email: jdonorato@hotmail.com or call (206) 409-6514.

15-FT MERRY WHERRY ROWBOAT. Sliding seat, spruce oars, finished bright on inside, white epoxy outside. \$1,500/obo. Call (510) 814-7285.

EL TOROS FOR SALE. The SFYC Youth Program is selling some two-year-old Caballero-style, Gordie Nash-built El Toros. Good condition for youth training boats. \$700-\$1,000/obo. Contact Quentin Pollock by email: sfycyouth@aol.com or call (415) 435-9525.

AEOLUS BUILT 18-FT GRAND BANKS dory. Four 4" x 10' sitka oars, motor well, rated 6 hp, all safety gear, trailer, cover. Good condition and yes the craftsmanship and lines are art work, but definitely functional. Have too many boats. Only to a good home. \$2,000/obo. (707) 994-6647.

1983 LASER. Good condition, no leaks. Original, class legal, wooden blades, 2 sails, complete Spectra racing line set, new top section, renovated trailer. Great for beginning racing. Moving to college. Asking \$2,000. Call Evan (925) 360-4941 or email: elyons@uci.edu.

14-FT BANSHEE. Galvanized trailer. New Pineapple sail. \$850/obo. (408) 270-8108.

12-FT BOSTON WHALER with 15 hp Honda 4-stroke engine, center console steering, trailer. \$3,800. (415) 279-9328.

14-FT AB-BD RIB, 1995. Hard V-bottom with water ballast. Great Bay boat. Scuba, ski, tow, fish, commute. 48 hp Johnson, electric bilge pump, VHF, Calkins trailer, bimini, cover, tow pole, STS railings, STS prop, lights, horn, console steering, 12 gal fuel. \$4,500. Call (408) 655-3568.

LIFERAFT, NEVER USED. Winslow 6-person superlight canopied coastal liferaft. Custom size 9 x 14 x 29. Insulated double floor. 41-lbs. In valve, kept dry, new in 2001. *Practical Sailor* rated #1. \$3,000 value. Cost \$2,000. Brad (949) 496-5056.

EL TORO #11520, 1990. Moore hull, unsinkable, custom gelcoat, carbon reinforced wooden mast, wood boom, mostly Harken hardware, including Harken mini magic box, one good sail, dual racing compasses, excellent centerboard, dolly. \$1200/firm, not for the narrow minded. Call (408) 266-0116.

24 FEET & UNDER

J/24, HULL #2842. This boat's keel has been moved and faired, not the prettiest boat on the water but it's fast. It has a brand new mast with top-of-the-line running rigging from Hall Rigging. This boat also comes with the following: North Sails, full set plus one new spinnaker, jib is brand new; class legal outboard motor; riser plates under winches; Hall Rigging spinnaker pole. New double-axle trailer. Race ready. \$8,000. Call (415) 472-4096.

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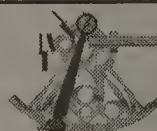
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SANTANA 22. Solid, proven SF Bay pocket yacht. Hull #41. In very good condition with reinforced standing rigging and mast, full sail inventory, Evinrude 6 hp outboard, radio. Low priced Coyote Point berth. \$2,000. Call (650) 855-2494.

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MERIDIAN 24.6, 1964. Philip Rhodes' great design. Strongly built in Holland. Excellent condition. Standing headroom, sleeps 4, inboard BMW diesel. Beautifully maintained. \$11,500. Please call John (415) 256-8386.

FLYING JUNIOR. 13.8-foot Franks fiberglass. Wood mast and boom. Main, jib, trailer. Ready to sail. Great to learn on or picnic with. Good shape for an old boat. Please call (925) 422-9835 (wk) or (925) 828-8533 (hm).

CAL 20 with one year slip option in Santa Cruz by Crow's Nest. Trailer, 6 hp Evinrude, lights, VHF, main, 4 jibs. All lines led aft, tabernacled mast. \$2,000. Please call Clyde (831) 338-4240 or email: botsy2@juno.com.

RANGER 23, 1972. Solid boat for Bay and ocean. See July issue *Practical Sailor*. Eight sails, outboard, VHF, compass, knotmeter, depthmeter, 2-speed winches, teak interior. Berthed at Sausalito Clipper #2, slip 343. \$3,000/offer. Please call (415) 331-1456.

RHODES 19, 1964. Hull #1085. Recent standing and running rigging at Svendsen's. Harken adjustable backstay, good sails, trailer. Sausalito slip. \$1,650. Eric (415) 789-0846 or (415) 786-6146 (cell) or email: eric@om28.com.

BALBOA 20, 1970. Trailer has tongue extension. White hull, pale blue deck. Mainsail, jib, tiller, two rudders. 7 hp outboard, drop keel. Needs love and care. Asking \$2,150. Call (415) 492-9147.

YANKEE DOLPHIN 24. Sparkman and Stephens design. Full keel/centerboard. 4,500-lb displacement. Beautiful lines, rugged construction. Teak hatches, rails, coamings. 4 berths. 3 jibs. O/B, 3 anchors, VHF, full cover. New mainsail, cushions, running rigging. A shippy little yacht. \$3,900. Call (415) 456-1235.

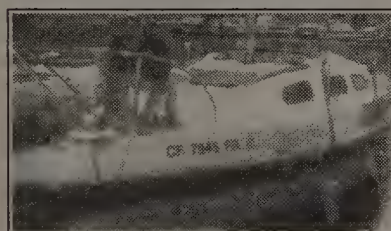
IAIN OUGHTRED DESIGNED 19' 6" wood, lapstrake, lug-rigged, centerboard yawl. This beautiful design is of Scottish heritage. Professionally built to the highest standards, gorgeous. Custom bronze hardware. Two sets of oars, outboard motor, galvanized trailer, full cover. \$15,500. Call (925) 285-0351.

SANTANA 22, 1977. Good condition, not raced. All lines aft. 2 mains, 2 jibs. 6 hp Evinrude. Stainless keelbolts. Anchor, rode. VHF, depth sounder, lights, marine battery. Santa Cruz berth. \$3,000/firm. Please call (831) 662-2944 or email: fauske@cruzio.com.

DEHLER SPRINTA-SPORT 23, 1979. UL Kevlar over aluminum construction. Main, three jibs and a spinnaker, all lines led aft. 5 hp Honda 4-stroke, runs good. Sailing dinghy. Pier 39 berth. \$1,500/obo. Call (415) 272-0814.

ISLANDER BAHAMA 24, 1964. Full keel, 9 hp Evinrude with minimal hours. Head, sink, nice interior, clean bottom with new thruhulls. 3 sails, new VHF, inflatable dinghy. Asking \$2,500. Please call Curtis (415) 531-7939.

HUNTER 23, 1990. Upscale manufacturer. Excellent. Teak interior, as-new maroon upholstery, alcohol stove/sink, excellent sails with low use. Hull is perfect. On galvanized trailer. Excellent 7 hp Johnson outboard. \$7,550. (925) 998-5577.



BAYLINER BUCCANEER 24, 1974. Coastal cruiser. 9.9 O/B, mainsail, jib, roller furling, new rigging. New gel coat, interior. 12v/110v, 5 batteries, inverter, battery charger, microwave, stove, BBQ, water tank, sink, 6' headroom. Custom sheets, rebuilt trailer. \$17,500. Call Mike (916) 723-4547.

ZODIAC FUTURA Mk III 16, 1985. 40 hp Suzuki outboard. Center console, ski accessories, trailer, located in Bolinas. Needs some work. \$2,000. Call Gerard (510) 845-2932 (eves).

SANTANA 22. Limestone Cowboy. Sails, trailer, outboard, Autohelm, anchor, compass, knotmeter, battery and solar charger, whisker pole, PFDs. All lines aft, faired keel. Great boat, ready to sail. Details at <http://lcsantana.tripod.com> \$3,600. Call (510) 583-6482 (eves) or (408) 749-1749.

RANGER 23, 1974. Tahoe boat. Dual wheel tiller, 1998 Evinrude 6, spinnaker, 180 genoa plus older working sails. \$4,800. Email: ralphch@aol.com or call (360) 835-2478 (out of touch 9/6 to 9/15).

COLUMBIA 22, 1966. Large cabin, fresh 7 hp Evinrude, built-in stove and Porta-Potti. Priced for quick sale. No Lookie Lous please. First \$1,375 sails it away. Call (415) 461-8870.

CAPRI 22, 1986. Fin keel. Race package. Four sails including spinnaker. 6 hp Suzuki O/B. Cockpit cushions. Boom kicker. Aft led halyards. Boom/winch covers. Harken traveler. Trailer with new tires. Sailed in freshwater only. \$6,750. Please call Bob (916) 983-4014.

25 TO 28 FEET

CATALINA 27, 1978. Six sails, head, sleeps four. Atomic 4 inboard. Remodeled galley. Very good condition. Alameda berth. Must sell ASAP. Reduced to \$9,000. Please call (510) 278-8701 (eves).

DUFOR 27 SLOOP, 1974. One-owner boat. New rigging 1995, new sails 1999. Knotmeter, depthsounder, anchor, radio, etc. Volvo Penta MD6A freshwater-cooled 2-cylinder diesel inboard. Located SF. \$15,000/obo. Call (415) 753-2031.

MacGREGOR 26, 2000. 50 hp Evinrude 4-stroke, Porta-Potti, hot/cold pressure water system with inside shower. AM/FM/CD player with remote control at helm, VHF radio, 2 anchors, fishfinder, cockpit table. Trailer with surge brakes and new tires. \$22,200. Call (707) 246-4321.

O'DAY 25, 1979. Sail the Bay, Delta, or Mexico. 1997 custom galvanized Triad trailer. Very nice condition, new interior. New bottom 11/01. Stove, sleeps 5, 5'8" headroom. Main, jib, 150 gen, spinnaker, 9.9 hp Johnson. Looks/sails great. \$8,000. Please call (408) 226-8900 or email: browbill@aol.com.

SANTA CRUZ 27. Fast is fun. Boat is in good condition except for blisters. Sails include 2 mains, 110%, 130%, two 150% jibs, 3 spinnakers and a blooper. Boat trailer is in excellent condition. Boat does not have outboard. \$8,000. Call Gene Stille (530) 669-3301 to arrange inspection in Woodland, CA.

MARIEHOLM 26, 1978 FOLKBOAT. Fiberglass, full keel, Volvo 7.5 hp diesel, knotmeter, sounder, radio, head waste tank, safety equipment, roller reefing jib, sink, stove, ice box, LOA 26', LWL 20', Beam 7'3", draft 4'0". \$12,500. David Lindsay (415) 362-0300 ext 230 or email: lindsay@mcclier.com.

PEARSON 27-2 RENEGADE. Hull 102. Classic, original equipment, Atomic 4, sleeps 4, VHF, GPS, assorted gear. Great SF Bay boat. Alameda Marina. Leaving for overseas 9/18/02. \$7,500. Call (510) 703-0435 (cell).

CATALINA 270, 1994. Very clean Tahoe boat. LOA 27-ft. Roller furler, gennaker, 95% jib, 135 jib, autopilot, depth and knot meters, head with 14-gal holding tank, 18 hp diesel inboard motor. VHF, new bottom paint, some new rigging. See in Oakland. \$30,000. Optional trailer \$2,000. Sergio (510) 306-3722.

O'DAY 25, 1984. Shoal keel/centerboard, with trailer, 2 roller-furling headsails, 9.9 hp outboard. Excellent condition exterior and interior, meticulously maintained. \$11,000. Call (530) 758-6747 or email: eglaurin@ucdavis.edu.

MacGREGOR 26, 1989. Water ballast, 2000 Evinrude 8 hp 4-stroke, two fuel tanks, anchor, stove, sink, enclosed Porta-Potti, pop top, fishfinder, aft bed, compass, trailer with surge brakes, built-in ladder, solar charger, cockpit cushions. \$7,000. Call (707) 964-8410.

SANTA CRUZ 27. Excellent condition. Double-axle trailer. Great sail inventory. New standing rigging 1999. Great deck layout with Hi-Tech halyards led aft. Dry sailed. Fast race boat, over 100 trophies. Many extras. Includes outboard. \$12,500. Call (714) 585-3536.

MacGREGOR 25, 1985 with trailer. Clean. New running rigging. 7.5 hp Honda with alternator, runs great. Swing keel, pop top, Porta-Potti, stereo/CD. \$3,800. Call (831) 635-9435.

CAL 2-27, 1978. Like new, well maintained. Depth, knotmeter, VHF, AM/FM tape, main, roller furling, new spinnaker, all lines to cockpit, Atomic 4 engine. Excellent condition. Oxnard, CA. \$13,000. (801) 252-9275.

NEWPORT 28, 1978. Second owner. Rebuilt Yanmar diesel and new bottom in 2001. Loran, wind, depth, battery charger, galley with sink and alcohol stove, charcoal heater. Sleeps 6. \$9,000. Please call (707) 937-0033.

MacGREGOR 26X, 2001. Loaded, used only five times. 50 hp Suzuki, four-stroke with instrumentation. On trailer, ready to sail. Seen by appointment. \$23,800/obo. Please call (510) 562-8074 or email: jb@policylink.org or for appointment call Gene Arena (510) 523-9292.

COLUMBIA 26, 1969. Great condition. Ready to sail. Honda outboard, depth-sounder, double gel batteries, etc. Rigged for single sailor. Also includes: AM/FM/CD stereo, microwave, dehumidifier, heater, all supplies. Located at Berkeley Marina, CA. \$4,500/obo. Call (510) 390-0513.

BRISTOL 27, 1968. Full keel, stiff pocket cruiser. Dinette model, 3-yr-old standing rigging, 5 sails including spinnaker. O/B well, lots of gear, needs cosmetics and haulout. Located OYC. Asking \$3,995. Please call John (925) 484-5184 or email: capn-john@attbi.com.

CORONADO 25. Sleeps five, teak galley/interior, standing headroom, 7.5 Evinrude, knotmeter, sound system, full dinette, sink, built-in icebox, head, gimbaled compass. New carpeting, curtains, sail covers. Roller furling main, bow/stern pulpits, lifelines, 2-burner alcohol stove. Excellent condition. \$3,500. Call (925) 934-2661.



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RANGER 26. In very good condition. Newer rigging, lifelines and interior. 10 bags of sails, tabernacle mast. Only \$3,500. Call (831) 475-5503 (days) or (510) 657-3487 (eves).

CORONADO 25, 1967. Good condition. New self-tailing winches. 9 hp longshaft. Sleeps 4, sink, ice box, dinner table, plenty of storage. Low cost Marina Green berth. \$3,995/obo. Call (831) 246-0799 or email: dave@localcomputermart.com.

MacGREGOR 26X, 1998. 50 hp 2-stroke outboard with power tilt, extra fuel tanks, extra battery, compass, roller furling jib, sail covers, mast raising system, galley with 2-burner stove and sink, contained head with sink. Cockpit and interior cushions, teak trim, bimini, swim ladder. Trailer with surge breaks and spare. Always maintained in dry storage. Located in San Rafael. \$17,500/obo. Call (530) 644-8308 or email: whjackson_52@hotmail.com.

CATALINA 25, 1984. Tall rig, fin keel. Pop top. 8 hp outboard. 2 mains, jib, genoa, spinnaker. VHF. New bottom 2001. Head with holding tank, sink, alcohol stove, shorepower. Many extras. Berthed at South Beach Harbor. Also comes with berth at San Francisco Marina. \$5,750. Email lain: catalina4sale@yahoo.com.

CORONADO 27, 1972. Well maintained, race winner. Roomy refurbished interior with 6"1" headroom. Recent bottom paint. Upgraded electrical, rigging and structural. 2 jibs and 1 spinnaker. 6 hp O/B. \$4,750. Please call (415) 331-5302 or email: John_Slivka@yahoo.com.

BAYLINER BUCCANEER 28. Sails, custom rigging, rebuilt outboard, liveaboard amenities, new carpets. Excellent condition. \$11,500. Call (415) 522-9462.

ISLANDER 28, 1975. 15 hp Volvo gas engine. VHF, compass, knot, Autohelm, Loran. Main, 110, 90, storm, whisker pole. 2 anchors. New bottom paint, 6' headroom. Sleeps 5-6. Great Bay boat. Asking \$7,000 or trade for 25-ft trailerable Catalina, O'Day, or ? Call (209) 862-2108.

COLUMBIA 26 Mk II, 1969. A classic. Roller furling, two mains, storm jib and drifter. Autopilot, new compass, tandem trailer, two Danforths with 300-ft rode with 30-ft chain. Outboard. Tucson, AZ. \$4,000/obo. Call (520) 327-3655 (tel/fax).

CATALINA 25, 1980. Fixed keel, 7.5 outboard, extra new mainsail, VHF, compass, anchor, depth, stove, water tank, etc. Good condition. SF Bay. Asking \$3,900/obo. Call (415) 826-3055.

BRISTOL 27, 1971. Strong boat for Bay. 8 hp outboard engine, few hours. Standing headroom. Main and 2 jibs. Autopilot, fishfinder, battery charger, water heater, new head and 2 anchors. New bottom paint. Located Sausalito. \$5,500 /obo. Dana (415) 606-5411.

CATALINA 27. Furler, perfect diesel. 2 jibs, jiffy reef, VHF, pilot, depth, speed, whisker pole, 3 winches. Hauled 2/02. \$8,500. Bery (707) 795-7409.

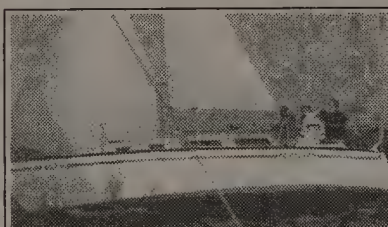
MacGREGOR 26, 1998. Yamaha 50 hp, trim tab controller. Hart inverter, 6 marine batteries, roller furling, new genoa, backstay adjuster. Marine radio, mast top antenna. Mast raising system, bimini sail cover, swim ladder, cockpit cushions, table. Trailer with new tires. \$19,500. Call (707) 280-7498.

ERICSON 26, 1967. Very good condition. 7 hp outboard. Hauled out and bottom repainted 6/00. Bags of sails. Lots of TLC put into boat. Fabulous interior. Must see to appreciate. \$5,500/obo. Please call (415) 435-9040.

PEARSON ARIEL+, 1964. Rod rig, Hogin sails/covers, Hi-Tech cordage. Hauled 02/02. New boom, spinnaker with gear, oversize winches, A-4 not installed. Knotmeter/depth. \$7,500/obo. Call (510) 639-7004.

1969 SOLING. Good condition. Olympic Class racer. Lots of sails including new certified racing set. Dry-dailed in mostly freshwater. Trailer and new lift harness. Moving to college. Asking \$4,500. Please call Evan (925) 360-4941 or email: elyons@uci.edu.

MERIT 25. Last chance to purchase a great race ready boat. Excellent sail inventory, new rigging and mast, motor, trailer, high tech halyards and sheets. It is a great deal at \$8,500. Check it out. Call (415) 290-8080.



SANTANA 28 (SCHOCK), 1976. Excellent condition, spacious teak interior, sleeps 6, refrigerator/freezer, pressurized water, Volvo diesel MD5A, 3 sails, gas BBQ. Set up to singlehand. Perfect for day and overnight trips. Pictures via email: rosswhite@earthlink.net \$9,500/obo. Call (650) 207-6130.

PEARSON TRITON 28.6. Full keel, headroom, new rebuilt A-4, 8-ft Zodiac, bottom paint 7/02, 4 good sails. Good condition. \$9,000. Email: gene@sixtiesphoto.com or Call (510) 834-6637.

NEWPORT 27, 1983. Furling genoa, main with single jiffy reef/lazyjacks. Loran interfaced Tillermaster. 8 hp outboard with 26-gal inboard tank. AM/FM/CD, 4 speakers and TV. Dinghy with engine. Full equipment list available. Must see. \$12,000. Call (310) 213-0571.

ERICSON 26 SERIES 300, 1988/89. Performance, headroom and accommodations of a 30-footer. Loaded with wheel, diesel, roller furling, autopilot, dodger, full batten main, much more. New bottom, shaft, dripless gland 6/02. Photos/specs: <http://briefcase.yahoo.com/moyle> \$21,000 with two-axle trailer. Call (916) 483-7352 or email: moyle@yahoo.com.

ALBIN VEGA 27. Swedish-built full-keel sloop. This class gets very high marks from *Singlehanded Sailing* with multiple circumnavigations. Fresh Pineapples, MD7B Volvo and standing rigging. Good condition, good gear, extra sails, etc. \$14,500. Call (925) 229-9859.

C&C 27. Excellent Bay and coastal cruiser. Loran, VHF, stereo, depth sounder, autopilot and more. 70% club-foot jib, 135% working jib, 170% genoa, spinnaker with gear. A lot of boat for the money. First one with \$5,000 gets all. (707) 799-7496 or email: crc6@vom.com.

ISLANDER 28. Volvo diesel, great shape, all lines aft. 4 jibs including Mylar 150. 1/2-oz and 3/4-oz spinnaker. 8 winches, 2 self-tailing. Engine serviced and new bottom in 2000, no blisters. SF slip. \$14,000/obo. Email: pauldwebb@sbcglobal.net or call (415) 584-0580.

29 TO 31 FEET

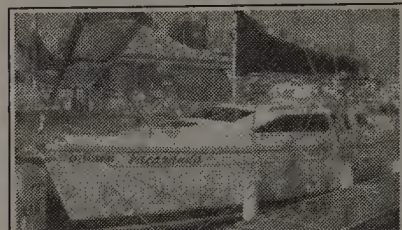
ERICSON 30+, 1984. Great Bay boat, ready to sail. New in 2002: Rigging, roller furling, headsail, water heater, interior seat cushions, curtains. Interior newly refinished. Berthed in Sausalito. \$26,000. Please call Lois (415) 332-6789 or email: pettyjs@attglobal.net.

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NEWPORT 30 II, 1982. *Hot Chocolate* is well rigged, well maintained and a very competitive racer/cruiser with strong ODCA fleet. Diesel, propane stove with oven. Spinnaker, GPS, VHF, MOB pole, full instrumentation, ground tackle, etc. Ready to go. \$17,600. Call (650) 726-6131 or email: JKNicholas@attbi.com.



HUNTER 29.5, 1994. Great condition, furling headsail, asymmetrical spinnaker, 18 hp Yanmar diesel. Ballena Bay, Alameda. \$37,500. Call (510) 301-4023 or email: jgh10@aol.com.

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CAPE DORY 30 CUTTER RIG, 1979. Bristol condition. New equipment, under 5 yrs: 18.5 hp Yanmar diesel, shaft, propeller, PSS shaft seal, toilet, upholstery, navigation/deck lights, radio/CD player. Equipment under 10 yrs: Radar, GPS, Loran, VHF (all Raytheon), Autohelm 3000, safety lines, compasses, chart light, running backstays, Bruce and Fluke anchors, anchor chain and line, 3 battery banks, dodger, double lifelines, removable inner forestay, lazyjacks. Also, speed log, knotmeter, depthsounder, wheel steering, alcohol stove/oven, gennaker, spinnaker pole and much more. Asking \$40,000. Please call Bernard (707) 745-5055 (hm) or (510) 986-0277 (wk).

PEARSON 30, 1975. Roller furling jib, wheel, binnacle, compass, stove, cooler. Sleeps 6. Good condition. Great cruising boat. Needs engine. A terrific value for someone willing to repower. \$5,700/obo. Call Peter (415) 642-0242.

PACIFIC SEACRAFT MARIAH 31. Performance cruising yacht. New engine, rig, sails, liferaft, watermaker, electronics Monitor windvane, dodger, and much more. Cruising plans on hold for now. Picture and description on Website: <http://www.geocities.com/ab6wj/Hokey-Pokey.html> or call (510) 387-7956.

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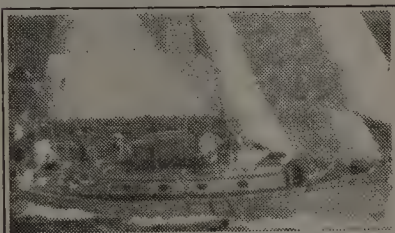


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SOVEREL 30, 1974. Fiberglass sloop, cruise ready, well maintained, clean. Draft 3'6", water 50 gal, fuel 25 gal. 20 hp Westerbeke diesel, tiller, autopilots, insulated backstay, new batteries, roller furling, 2 solar panels, headroom, includes trailer. San Carlos, Sonora. \$34,500. Please email: brant@suwa.org or call (760) 944-7443.

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ISLANDER 30 Mk III, 1974. Harken furling jib, la... ger, wheel steering, V, Palmer engine o... s cooking, microwav... ries/spare parts. Call (916) 408-1328.

CATALINA 30, 1979. Mainsail, two jibs, jib club, jib furler. Atomic 4 in good condition. Lightweight dinghy, RDF, depthometer. Vallejo Marina. \$17,200/obo. Call (707) 644-6485 or (707) 747-5140.

MOORE 30, 1985. One of five built. Trailer and complete sail inventory. \$28,000. Call (530) 583-9420.

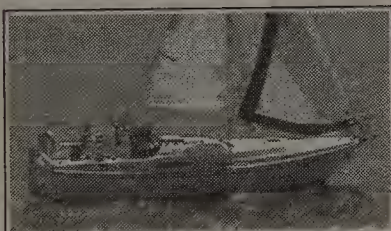
BRISTOL 29. Two new deep-cycle batteries, legal head, self-tending jibs, genoa, spinnaker with pole, newer Pineapple main, extra main. Good A-4. Good boat but needs TLC. Located in Stockton. Must sell. \$7,500. Call (530) 347-9299 or email: bobbe@cwo.com.

ERICSON 30+, 1969. Vintage classic, tabernacled with one-year slip in Santa Cruz Upper Harbor. Great liveaboard with new stove, new cushions, rebuilt Atomic 4 engine. \$12,500/obo. Call (831) 427-2990.

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CLIPPER MARINE 30, 1976. This is not a fixer-upper. New in 2000: 15 hp Mercury electric start, Harken furler, painted with Sterling, dodger, all cushions, 1,000 lbs added to keel. Over \$20,000 spent. Vallejo. Asking \$12,000. (707) 642-0606.

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BENETEAU FIRST 305, 1985. Price reduced. 30-ft racer/cruiser, Yanmar diesel 185 hours. New standing rig and lifelines, rigged to r... main, 125... new Ullma... J. Spinnaker. Hark... with twin track. Nev... k. Sleeps six, teak interior, nolly sole, private aft and fore cabins. Propane stove, dual SS sinks, excellent storage, many extras. \$35,000/obo. Greg (415) 381-6800 (wk) or (415) 332-4401 (hm).

30-FT KNARR, HUSTLER. A very competitive boat in this exciting one-design racing fleet. New mast and standing rigging. Top-of-the-line racing hardware and new full boat cover. Ready to race now. \$12,500. Call Steve (707) 766-1702 ext 101 or email: steve@bigxso.com.

ISLANDER 30 Mk II, 1972. Documented, Palmer... Many sails, spinnak... 000, depth, knot, w... IQ, awning. Great fo... 0. Call (888) 408-8834 for additional info.

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BODEGA 29. Classic plastic pocket cruiser. Topsides could use some paint but in fair shape. Needs haulout. Tall rig, 3 jibs, inflatable dinghy. \$7,800/trade for tractor? Please call (707) 935-7044 or (415) 437-7039.

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SANTANA 30, 1978. Excellent condition. 5 sails, dodger, MD7A runs great. Survey two-years-old. Stove, head, accessories, sleeps 5. Located Brisbane, CA. \$17,750. (408) 306-5933.

32 TO 35 FEET

CATALINA 320, 2000. Exceptional, one-of-a-kind vessel would suit new buyer. Extensive option list includes Napa leather interior, central air/heat, autopilot, microwave and galley enhancements. Depth, knot, windspeed with remote repeater, tank gauges, 3-blade cruising prop, plexiglass cabin doors, full canvas/bimini, 6 deck CD/stereo with remote transom/stateroom controls, cockpit table/full cushion package. Absolutely faultless. \$98,500. Please call (510) 209-5068.



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YAMAHA 33, 1978. Tiller steered, Pro Furl with three headsails, lazyjacks on main, hydraulic backstay. Includes spinnaker and all gear plus asymmetrical spinnaker and dousing sock. All lines led aft. Two anchors and rode. Interior has lots of teak, excellent nav station, lots of headroom, propane stove with oven. New ports 6/01. Bottom epoxy barrier coated 4/02. Can be seen at Stockton Sailing Club, Slip H-13. \$27,000. Call owner in Manteca, CA. (209) 825-7526.

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CATALINA 34, 1989. Proven, comfortable, fast cruiser. Radar, dinghy/motor, full battens main, 5 batteries, wiring, bottom paint, refrigerator, spinnaker and rigging/pole, all new 2001. Autopilot, many cruising extras. Well maintained, very clean. Lies in Puerto Vallarta. Ready for cruising season. \$60,000. Call (650) 969-5248.

WESTSAIL 32, 1977-80. World cruiser. Custom exotic interior, fiberglass decks. Gelcoat in new condition, Aries/electronic Autopilot, 4 anchors. New Ham/email/computer/WXFax system. New rigging, liferaft, watermaker, all safety gear. \$59,000. Email: svelgitano@hotmail.com or call (360) 826-4836 for inventory.

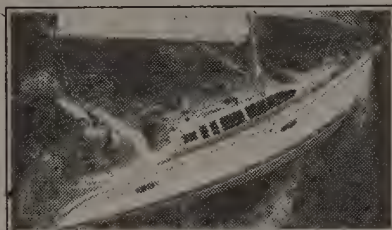
BENETEAU OCEANIS 350, 1989. Dodger, lots of canvas, Volvo, wind instruments, lots of extras, Autohelm, refer. Great condition. Benicia berth. \$58,000. Email: gggreen4112@aol.com or call (530) 906-1365.

ALOHA 32, 1983. Canadian quality. *Cruising World* cover photo, April 2001. All teak interior, generous storage, propane stove/oven. H/C pressure water, refrigeration, Westerbeke 21. Roller furling, autopilot, 2 jibs, gennaker. Recent epoxy bottom, canvas, lifelines. Asking \$33,750. Please call (408) 723-2069 or email: lhimbach@sbcglobal.net.

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SPENCER 35, 1968. Beautiful condition. Liferaft, EPIRB, watermaker, SSB weatherfax receiver, solar panel, Monitor windvane. Autohelm, dinghy, new roller furler, GPS, radar, total re-rig including chainplates and staylocks. Bottom paint Dec 2001. Documented for chartering. See Website: <www.blarg.net/~smithm/boat/Index.htm> \$34,900. Make offer. Call (619) 888-0258.



HUNTER 34, 1997. Shows like new. Original owner. Spacious main salon, aft cabin and cockpit. Full instrumentation including GPS and autopilot. Never raced. Heavy duty dodger and sails. Bottom just painted. Only \$79,950. Please call (925) 830-1698 or email: ptsep@attbi.com.

WESTSAIL 32, 1971. Flush deck, factory finished, rebuilt Albin 22, survey 2000. Avon, Seagull. HD Sharp pilot, VHF, Loran, 3 anchors, 330-ft 3/8" chain. 2 overhead beams need dryrot repair. Emeryville. \$30,000. Call (510) 428-1760 (5-9pm).

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CATALINA 320, 1994. Hull# 73, excellent condition. Berthed at Grand Marina in Alameda. \$65,000/obo. (408) 590-9077.

BALTIC 35, 1986. Teak cockpit, bridge-way, and mastfoot. Great aft cabin. Upgraded winches. Headsails: 150, 135RF, 90, and 85. For sale at \$60,000. Call (408) 523-6697.

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ALBERG 35, 1963. Volvo diesel, dodger, spare sails, monitor, autopilot, knot/depth, windlass, 3 anchors with chain, etc. Shorepower, battery charger, head, stove, fridge, water heater. Great boat. Avon. Bottom painted 7/02. Berkeley berth. \$21,000. Call (415) 572-5521.

35-FT SLOOP MOTORSAILER, 1973. Perkins 4-107 rebuilt recently. Forward and aft cabins and heads. Great live-aboard. Spacious galley/dinette area. Needs new ownership appreciation. \$27,900/obo. Call 650-341-4352 or email: n_tuma@yahoo.com.

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33-FT TARTAN 10. 8 hp inboard diesel, 1-yr-old main with lazyjacks. 1-yr-old roller furling jib. New sail cover. CD, cushions, knot, depth, compass, VHF. Not cruising version. \$9,500. Call Jeff (415) 331-5515 (days) or (510) 236-8302 (eves).



ERICSON 32, 1969. Very clean. Autopilot, depth gauge, two-way radio, Atomic 4 engine. Docked at Coyote Point Marina. Asking \$13,000/obo. Must sell. Call Glen (650) 537-1538 or (650) 291-2881.

HUNTER 336, 1996. Must sell. Sailing package and many extras, photo and specs available. Excellent condition. Surveyed 09/01, hauled 4/02. Berthed in Newport Beach, CA. \$62,500/obo. Call (707) 255-4371 or email: makosando@aol.com.

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J/33, 1988, HULL #15. Second to finish 2002 Singlehanded TransPac. All electronics new 2002. New suit North sails. All running rigging new 2002. Full specs <<http://home.earthlink.net/~jatallet/>> Asking \$62,500. Call (206) 953-2461 or email: jatallet@earthlink.net.

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RANGER 33.5. Excellent condition. Galley, refrigerator, shower. New bottom paint, no blisters. New plumbing equipment in head, galley and bilge. Atomic 4 runs great. Clean, attractive. Ready to daysail, cruise, race or liveaboard. Best offer under \$25,000. Berthed at Oakland. Call Jim (650) 776-1002.

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32-FT SPARKMAN & STEPHENS flush deck sloop. Round-bilge steel offshore cruiser. Spacious, classy interior, 50 hp Perkins 4-108, autopilot, windvane, Ham, refrig, Fatty Knees sailing dinghy, inflatable, lots of cruising gear. Needs cosmetics. \$35,000. Call (510) 593-8697.

YAMAHA 33, 1978. Last chance. Great shape. Dodger, Whitlock steering, autopilot, monitor, main, jib, genoa, full boat cover. Hauled, buff, wax, bottom paint, April 2002. \$30,000. Call (707) 257-9068.

ERICSON 35, 1978. Great condition. Loran, GPS, Autohelm, depthsounder, VHF, AM/FM/cass. Yanmar diesel, runs great. Newer canvas. A great coastal and bluewater cruiser. \$32,000. Please call (925) 461-9898 (days) or (925) 551-7997 (after 7pm).

ALDEN 34 BLUEWATER SLOOP. Pisces 28 hp diesel. Recent survey, great shape. Excellent liveaboard. Propane stove with broiler, fridge, Dickenson diesel heater, new dodger, roller furling. SF berth. Asking \$6,000. Call (831) 883-0946 or email: bassethound@aol.com.



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36 TO 39 FEET

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CATALINA 380, 2000. Bristol, full cockpit canvas and grating, radar, plotter, GPS, autopilot and wind instruments. Electric winch and windlass. Hart inverter charger with Link 2000. White ultra leather interior. Yanmar engine, low hours. Many extras. Call (916) 632-9317.

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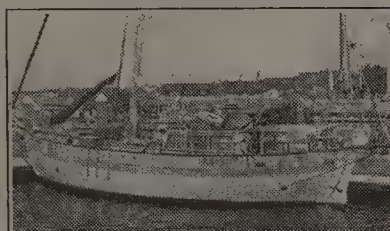
SHANNON 37 KETCH, 1987. Immaculate, centerboard cruiser with furling jib and main. 40 hp Perkins, 5kw generator, A/P, SSB, heater, A/C, radar, GPS, VHF, liferaft, dinghy with 5 hp motor and more. Outfitted to circumnavigate. \$180,000. More info: <www.gypsyreport.com> Please call (415) 225-9032 or email: kitcody@yahoo.com.

WATKINS 36, 1982. Center cockpit sloop. Huge cabin for liveaboard or cruising. Perkins 50 hp diesel, low hours. Great wood interior, sleeps at least 6. All cruising amenities. Hard-to-get slip goes with boat. Slip G17, Monterey Marina. See Website: www.dnlco.com/wildfire \$65,000. Call (925) 376-3826.

CAL 2-36, 1969. Fiberglass cruising boat located in La Paz, Mexico. Perkins 4-107, 90 gal. water, 52 gal. fuel. Radar, GPS, Monitor windvane, Alpha autopilot, solar panels, wind generator. Force 10 propane stove/oven, new LP exterior, epoxy bottom, electric windlass, etc. Already in the Sea of Cortez. Pictures at Website: www.bajacaliforniamarine.com Call (949) 443-4019.

CATALINA 36, 1983. 1994 North mainsail, one line reefing, 100% roller furling jib, 135% genoa, self-tailing winches, rigid boom vang. Dodger, lines tail to cockpit, anchor with 200-ft rode. Nexus gauges, wind, depth, GPS, knot. Radar, marine radio, stereo, CD player, TV/VCR. Full galley, CNC stove/oven, microwave. Hot and cold water, head with shower. Great cruising boat. \$57,000. Please call (408) 930-4663.

FOLKS 39, 1988. Corten steel, Canadian built. VHF, GPS, CARD, EPIRB, radar, windvane, wind generator, rebuilt engine, new batteries, 120 amp alt, new upholstery, liferaft, dinghy, outboard. Propane cooking, heat. Ready to go south. \$60,000. Call (541) 867-6132.



COLIN ARCHER PILOT CUTTER. Marion D. Built in Norway 1950. 38-ft on deck, trunnel fastened, pitch pine planks on double sawn frames. Ford Lehman and new sails. See at Website: <http://home.independence.net/mckenny> \$70,000. In SoCal. Call (970) 626-5901.

CATALINA 36, 1985. Very well maintained and treated. New Quantum sails 10/99. New jib furler 12/97. Loaded with great navigation, cruising, safety, and comfort gear. Call for complete information or to have an equipment list/history faxed. Lying in Alameda. \$62,000. (510) 865 8739.

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CATALINA 38, 1985. S&S design. Clean, 892 hours on Universal 5424 diesel. Martec folding prop, 4 headsails, 3/4 oz and 1.5 oz kites. Upgraded electrical system, AB reefer, new Force 10 stove and more. \$62,500. Call (510) 814-7285.

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PEARSON 385, 1984. Immaculate, center cockpit, 44 hp Yanmar, radar, A/P, GPS, roller furling, refrigeration, wind generator, dodger, 2 staterooms, 2 heads, inverter, 45 gal fuel, 170 gal water. \$89,500/obo. For complete inventory and photos call (209) 996-6216 or email: watermanjk@pocketmail.com.

COLUMBIA 36 SLOOP, 1968. 28-ft at waterline, 10'6" beam. Fin keel, 4 sails, wheel steering. Atomic 4 runs well. Propane stove and BBQ, 6 winches. Solid boat, needs some refreshing. Ready to sail following haulout. See in Martinez. \$6,500. Call (925) 939-3299.



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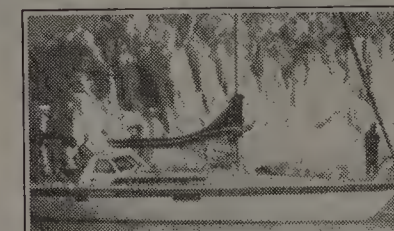
IRWIN 38, 1984. Impeccable condition. Cruise or liveaboard, center cockpit with custom full enclosure, cutter rigged. All sails furling, Perkins 4-180, 4 kw genset Kubota/U.S. Energy, 1200 watt inverter. Extras galore. See photos at Website: <http://photos.yahoo.com/fjblitzer> \$129,000. Call (310) 822-4471 or email: fjblitzer@netscape.net.



FREYA 39, 1983. Terra Nova #40 needs new owners to finish me and take me cruising. Project boat. Forward of mast 90% complete. Aft roughed in. Numerous parts and spares. My sister ships have circumnavigated. \$59,000/obo. (541) 593-5900 or email: rheise@greywolfstudios.com.

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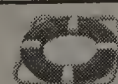
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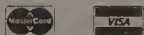
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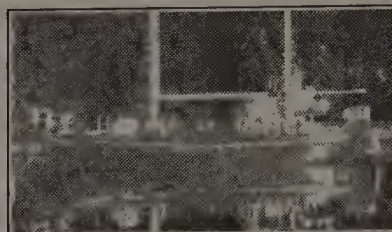
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WAUQUIEZ AMPHITRITE 43, 1982. This is an exceptional offshore cruising ketch. Great liveaboard. French-built center cockpit with flush deck. Architects: Holman & Pye. Design: Edward Dubois. Berth: San Diego. World class \$149,000. Email: TobinFun@msn.com for photos/details.

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C&C 44, 1989. Racer/cruiser. Fast, solid, beautiful, spacious, luxurious. C&C's 'Queen of the Fleet'. Racing hull with beautiful interior woodwork. Extensive refit and upgrades 2001. No expense spared. Mint condition, shows like new. Too much to list. No brokers please. \$149,000. (310) 829-6469 or email: oceanpooh@yahoo.com.

KELLY-PETERSON 44, 1980. Comfortable cruiser with full equipment and many extra amenities. Check Website: <<http://osmx.com/kp440266.htm>> \$109,500. For details and information please email: towers@osmx.com.

BENETEAU 41, 1998. Well maintained cruising yacht with low engine hours. Spacious cabin with 2 staterooms and ensuite heads. Well placed galley and dining. Exterior in new condition, wheel steering, roller furling and more. \$149,000. Please call (949) 723-0648.

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SWAN 43, 1969. Radar, 10 sails, teak decks. Dodger, windlass. Very good condition. \$85,000. John (415) 824-1856 or email: pibbs1@aol.com.



DERECKTOR 44, 1969. Custom aluminum, Westerbeke 4-107, Harken roller furling, 12v refrigeration, inverter, A/C, recent Awlgrip and bottom paint. Overall winner 1969 SORC. Strong rig with lots of upgrades and equipment. Lies Houston. \$79,900. Call (303) 246-7627.

HANS CHRISTIAN CHRISTINA 43, 1990. Bluewater cruiser. Complete electronics, computer navigation, Spectra watermaker, solar panels, wind generator, two heads, two cabins, liferaft, Yanmar engine, four-burner stove, marble counters. For more info please see Website: <<http://www.hanschristianchristina43.com>> or email: hcchristina43@yahoo.com.



KETTENBURG 41, 1966. Fiberglass hull, varnished mahogany house, varnished spruce mast. 6'8" headroom. 40 hp diesel, 1990. 12 volt refrigeration, D-8 batteries, 12 volt outlets. Loran, GPS, VHS. 2 symmetrical, one asymmetrical spinnakers, 2 mains, 6 jibs. Plover anchor, 110-ft of chain, manual windlass. Modified fin keel draws 5.5-ft, spade rudder. She has circumnavigated and good buoy racer. Beautiful bluewater boat. Currently in Sausalito slip. New baby says boat must go. \$42,000/obo. Jeff (415) 517-8013.

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ISLANDER 41, 1979. Mexico vet with 20 gph watermaker, freezer, electric windlass, 2 autopilots, davits, solar panels, radar, VHF, GPS, Ham, depth, roller furling. Pictures at Website <<http://home.attbi.com/~sailmakai/Makai.htm>> \$79,000. Call (562) 537-7784 or email: sailmakai@hotmail.com.

PROJECT BOAT. Former IOR, 42-ft. *Monique* needs interior, TLC. could be sailing in short time with right owner. 20+ sails, Westerbeke 4-107 runs great. \$35,000. Call (707) 332-9670 or email: btroy33@hotmail.com.

CT 41 F/G KETCH, 1973. William Garden design, Taiwan-built, full keel, comfortable liveaboard. Possible liveaboard slip in Alameda. Perkins 4-108 diesel. Must sell. \$42,000/or best cash offer takes it. Call (408) 390-4080.

BARGAIN CHARLES MORGAN DESIGN Columbia 40, 1965. Bottom, halyards, working jib, head and holding tank, pressurized water, radar, VHF, all new in 2000 and 2001. 7-foot plus V-berth. Hydraulic centerboard. 8 bags of sails. Excellent cruiser/live-aboard. \$27,500. Call (510) 559-6954.

LANCER 40, 1984. Huge center cockpit sloop. 2 staterooms. New 57 hp Volvo Penta 1998. Liferaft, dinghy with motor, 24-mile radar with GPS interface. Currently drydocked Napa. This Baja vet makes for excellent liveaboard/short-handed cruiser. \$68,000. (415) 215-5121.



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HINCKLEY 40, 1955 OWENS CUTTER. Double planked classic, teak decks, teak and holly sole, new Volvo 38 hp, new electronics, 15 sails, much gear. MMBA champ, 2 times Hawaii vet. See pictures and specs at <<http://www.thecarts.net>> \$79,000. Call (510) 549-2200.



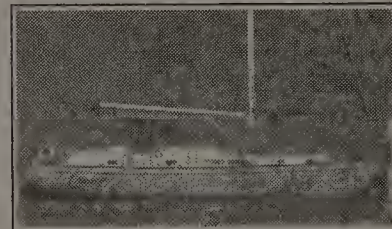
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ISLAND PACKET 40, 1994. Available west coast. Excellent condition. Fully cruising equipped. Spectra watermaker, 2 A/Cs, Windbugger, 2 solar, ICOM SSB, Raytheon radar on arch, B&G network, liferaft, stereo, Avon dinghy, more. \$244,000. Email: jbaker1530@aol.com.

FORMOSA 46, 1981. Center cockpit cutter. Kelly-Peterson look-alike. Great condition, well equipped, cruise ready. May consider a smaller boat as partial trade. \$109,000/obo. Please call (510) 523-7752 (eves).



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PASSPORT 44, 1994. Center cockpit staysail sloop. Professionally maintained. Five sails, roller furling jib and main, complete electronics, wind and trolling generators, forced air heat. Complete galley with Sea Frost refrigeration, convection/microwave oven and four-burner Broadwater propane stove. Two double staterooms, each with head and shower. Beautiful teak interior. Extensive refit and upgrades in 2001-2002. Ready to cruise in safety and comfort. Ventura Harbor. \$349,000. For complete information and photos email: passport44forsale@yahoo.com.

AMEL MARAMU 46, 1979. Solid blue water performance cruising ketch. Watertight bulkheads, one-piece hull to deck assembly. 126 gal diesel, 264 gal water. Perkins 62 hp, radar, B&G. Deep center cockpit, African mahogany interior. Two heads, two cabins. Recent survey and full service. \$129,000. Call (408) 655-3568 or email: jkimmal@yahoo.com.



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CT 49, KETCH, 1987. Kaufman & Ladd design. First owner, built after owner's wishes with luxury teak interior. Sailed only by owner-couple. Location Valdivia, Chile. US\$120,000. For more information email: mikadofw@hotmail.com.

CT 41, 1972. Center cockpit ketch. Westerbeke 50 hp diesel. Two state-rooms, two heads, spacious interior, VHF, depth and speed log, radar, stereo, TV/VCR. Roller furling jib. Great liveaboard or sturdy offshore cruiser. \$55,000/obo. Call Dennis (707) 747-0722 (eves) or (510) 385-5031 (days).

WAUQUIEZ CENTURION 45, 1994. Performance cruiser, bristol condition. Fast, comfortable sloop, easily shorthanded. New electronics 2001: Icom SSB and VHF's, Furuno radar and GPS, Raymarine 7000 autopilot and instruments. Blonde Burmese teak interior, 3 staterooms, 2 heads with showers. Harken ProFurling, Perkins Prima 50. Full Sunbrella covers, Alpine stereo with 6 CD changer, Bose speakers. Dink: Achilles 11-ft with Honda 15 hp 4-stroke, kayak. Elegant, strong, fun. Joy to sail. Fairly priced at \$179,000. For info or to make offer, please email: jdevito@there.net or call (510) 435-7885.

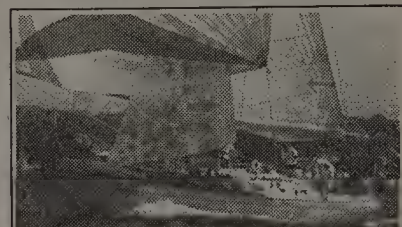


LIBERTY 458, 1983. 46-ft cutter, aft cabin, den with double bunks, 2 heads, center cockpit, windshield, full enclosure, new Hood Vectran fully battened main with roller furling headsails, diesel heater, washer/dryer, liferaft, watermaker, GPS, SSB, weatherfax, radar and more. See Website: www.emard.com. \$185,000. Call (415) 383-8122.

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MASON 43, 1985. Bristol inside and out, beautiful teak interior, ICOM GPS, SSB, VHF. Furuno radar, HRO watermaker, autopilot, refrigeration, Profurl headsails, new fully battened main, windlass, dual Racors, feathering propeller, dripless shaft. Just listed. \$187,000. Call (805) 683-8980 or email: Jbambio@aol.com.

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FORMOSA 41, 1974. Handsome ketch, great liveaboard or cruiser. New: Fuel tank, holding tank, sail covers. Cabin top replaced, fiberglass top and decks, 1999. Perkins 4-108 diesel, under 200 hours. Needs some light finishing. Alameda. Asking \$43,500. Please call (510) 769-3414.



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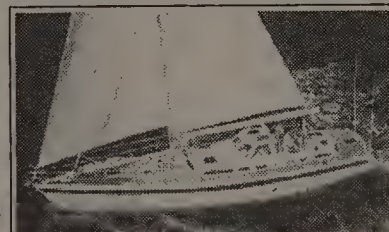


FORMOSA 51 KETCH, 1981. Beautiful cruiser. Black fiberglass hull, teak decks and trim, Sitka spruce spats, stainless steel crow's nest. Roller furling main, boomless. Staysail. Maroon covers. Teak interior, varnished throughout. Benmar autopilot, 80 hp Ford Lehman diesel, Dickinson diesel heater, propane stove with oven, Palomar propane water heater, AC/DC cold-plate freezer/refrig. 220 gals fuel, 220 gals water. 3 staterooms, 2 heads. Set up to singlehand. Lying Santa Cruz. \$127,500. Call (650) 326-1430 or email: captted@pacbell.net.

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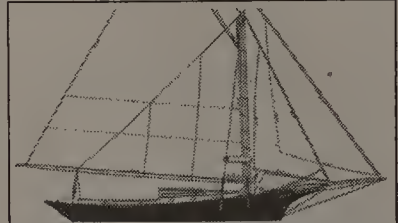
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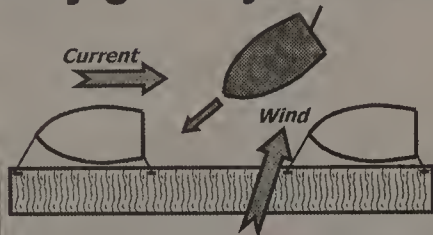
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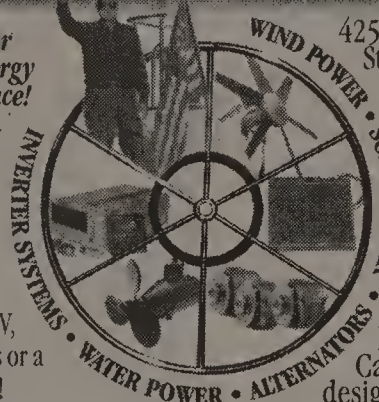
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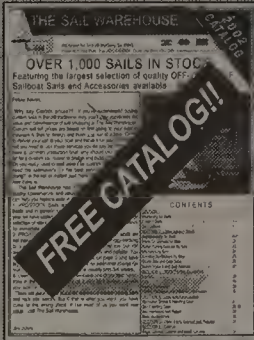
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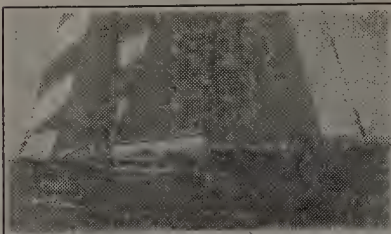


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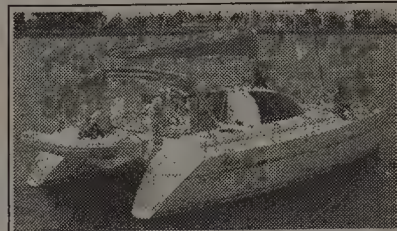
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1929 ALDEN SCHOONER. LOA 55, LOD 43, Beam 12.5, Draft 5.5. Hull speed 8.5. Refit 1990, over 700 photos documenting work. New: Perkins 4-108, twin Raycore fuel filters, Hurth transmission, shaft, large prop, plumbing, water tanks, electrical. New in 2000: Engine room renovations, belts, hoses, impellers. New bottom, 3 coats sealer, 3 bottom paint. Rebedding hardware below waterline. New 2001: New paint on masts, booms. New 2002: Stripped varnish, applied 10 new coats, rebedded deck hardware, stripped non-skid, applied new walnut shell non-skid. Solid bluewater boat, cared for like family member. Sailed Mexico 1991-93. Lots of cruising gear. Boat with American pedigree. \$65,500. Will consider creative arrangements including trading up to more expensive boat rigged for singlehanded. Call (530) 274-3263.

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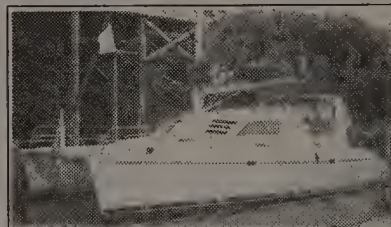


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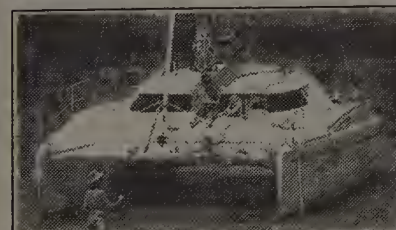


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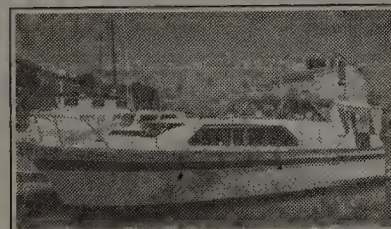


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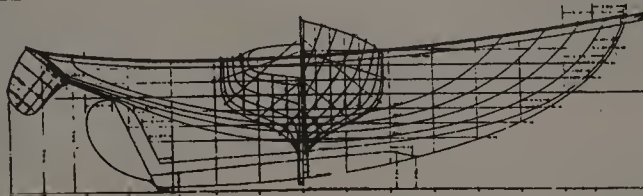
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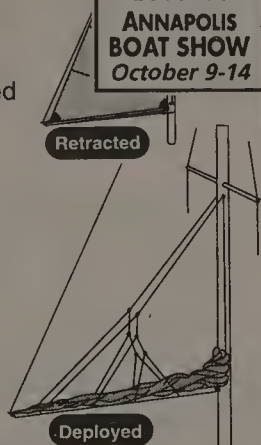
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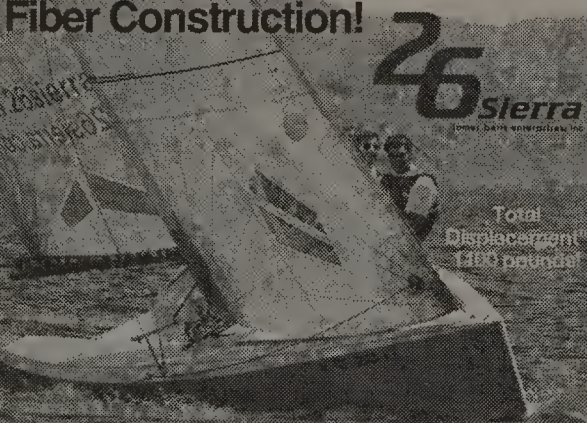
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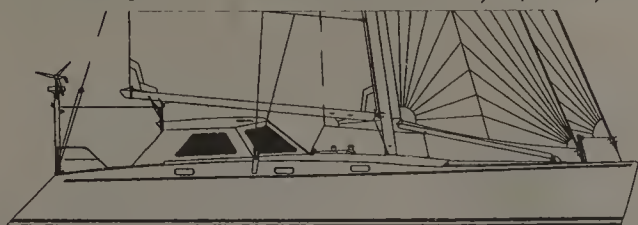
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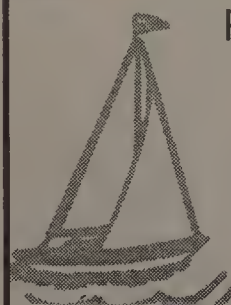
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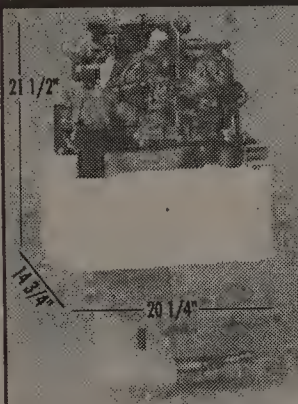


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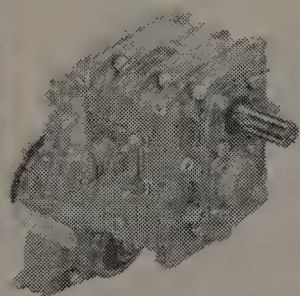
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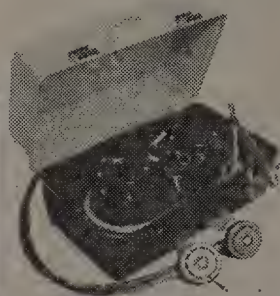
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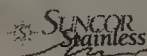
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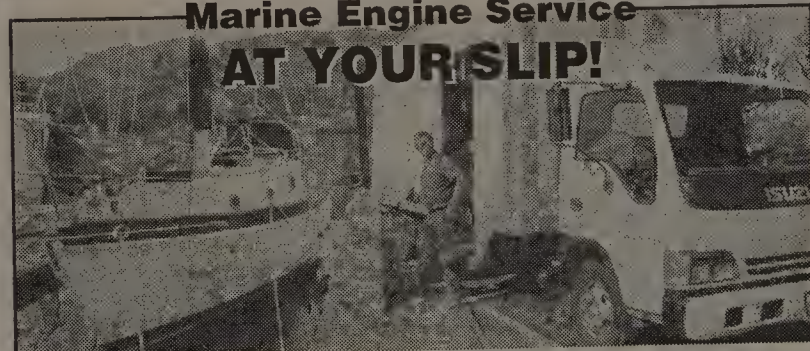


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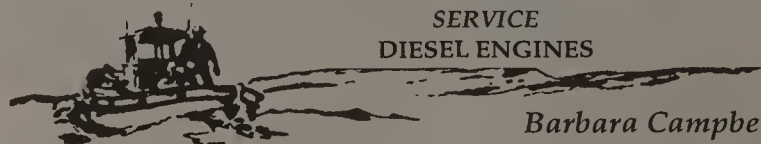
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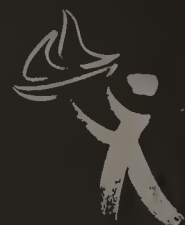
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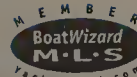
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NEW LISTING



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45' HUNTER CENTER COCKPIT SLOOP, 1997

All the amenities one would expect from Hunter with two spacious staterooms, two heads, lovely galley area and comfortable salon area; renowned designer. Above decks the cockpit features seating for eight people, all lines lead off and color-coded, both main and jib sails are furling for easy shorthanded sailing. **\$208,000**

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52' IRWIN, 1984

Some of the roomiest accommodations you're going to find on a yacht this size! Never cruised, very low hours on Perkins diesel and Westerbeke generator, new electronics and numerous recent cosmetic upgrades (\$20,000+ spent in past year), Sausalito Yacht Harbor slip. **Now \$199,000**

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46' SPINNAKER, 1983

Bristol example of this lovely cruising yacht. Dark blue hull, teak decks, full keel with cutaway forefoot, skeg hung rudder. Harken roller furling, full bottom main and running rigging practically new. Sausalito Yacht Harbor slip can transfer. **Reduced to \$195,000**



43' HUNTER 430, 1995

Designed to deliver style and comfort in a vessel that's fast, easy to sail, stable and comfortable, this yacht will be available for inspection in early June. Original owner, boat captain-maintained, two-boat owner motivated. **\$159,000**

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44' BENETEAU OCEANIS, 1994

Farr-designed performance cruiser w/roller-furler jib, in-mast main and all lines led aft. Spacious, 4 staterooms, beautiful teak joinery below. Interior upholstery redene, bottom painted late summer '01, sails only three years old. **\$150,000**



38' CATALINA, 1998

The Catalina 380 won *Cruising World* Boat of the Year award (Best Value, Midsize Cruiser) in 1997, and this particular example is loaded and in like-new condition. Dodger, enclosed cockpit, in-mast main, nice electronics, inverter, low hours on engine, and much more. **Significant reduction - \$149,000**

NEW LISTING



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30' TARTAN, 1983

Sparkman & Stephens designed racer/cruiser in great shape - lightly used sails new 1996, renewed rigging, updated electronics, diesel engine runs like a top, bottom barrier coated, roomy below with new furnishings. Transferable to Sausalito Yacht Harbor slip. **\$26,000**

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30' NEWPORT, 1978

This Gory Mull-designed racer/cruiser has much new gear and shows very nicely. New main sails, two new head sails, new rigging, new winches, new instrumentation, fresh varnish, rebuilt Volvo diesel and bottom recently painted. Transferable Sausalito Yacht Harbor slip. **\$24,000**

NEW LISTING



36' VALDEZ HOON, 1982

Exceptional European-built performance cruiser, the French equivalent of a Swan. This particular yacht has never been cruised and is Bristol inside and out - spacious interior done in rich oiled teak and tasteful dark blue fabric, and shows as new. Beautiful teak decks in fine shape, as is bottom and topsides. **\$99,000**



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54' AMERICAN MARINE YACHT, 1962

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40' JEANNEAU SUN ODYSSEY, 2001

Well equipped and very clean late model aft-cockpit cruiser with three staterooms, dual helms, low hours on engine. Also dodger, full electronics, roller furler, headsail. Note this is one of the few boats of this size with dual helms and is also the deep-draft version, preferable for the Bay. **\$195,000**



38' MORGAN, 1978

Nice example of this fiberglass classic - recent survey concludes, "This Bristol and well-found Morgan sloop is well above standard condition overall. Morgan yachts are well known for quality construction and seaworthiness and this particular boat has many excellent features; she should be considered top of her class. **\$62,000**

NEW LISTING

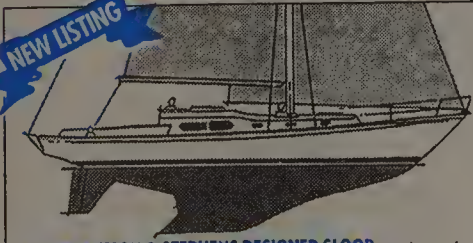


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36' C&C, 1979

This well-found racer/cruiser is immaculate, shows more like a boat from the 1990s than actual age! Much updated equipment, new interior, new electronics (including radar), new running rigging, repowered with Yanmar diesel in '96. Fixed keel, roller furler, dodger, wheel steering. **\$59,900**

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30' BENETEAU FIRST 305, 1985

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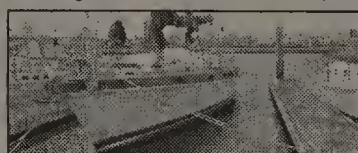
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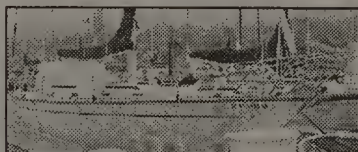
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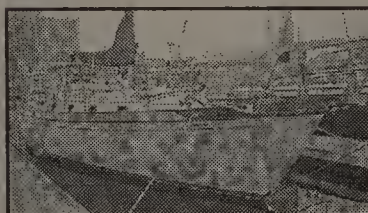
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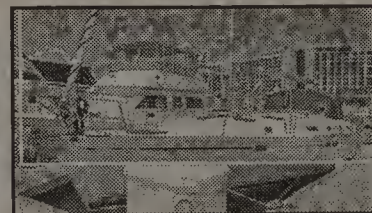


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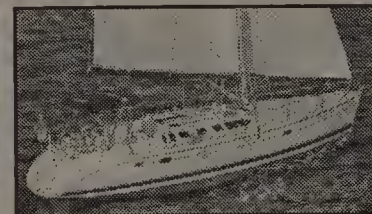
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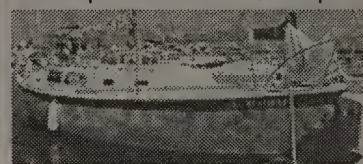
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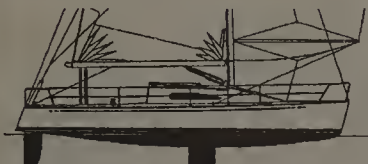
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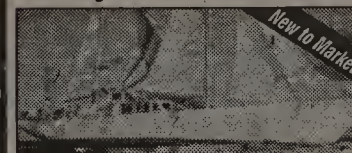
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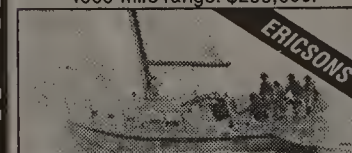
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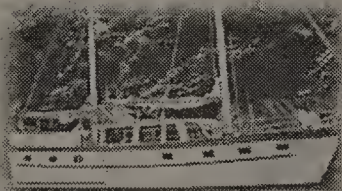
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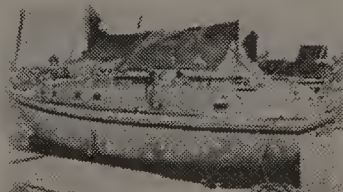
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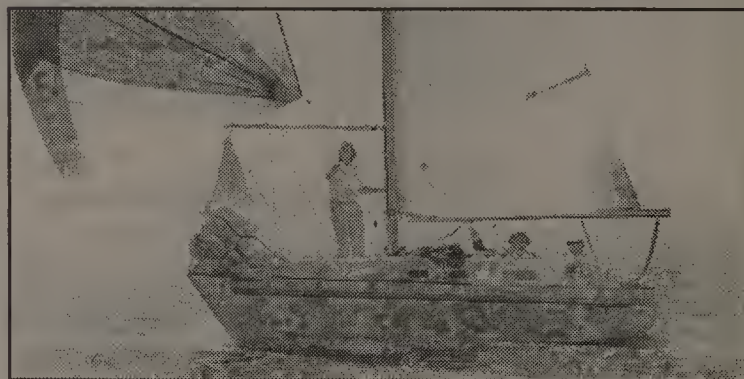
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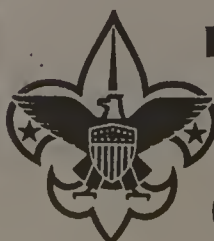
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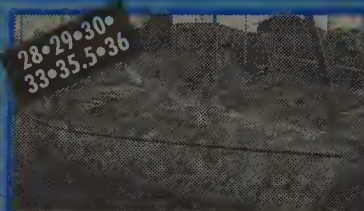
43' MORGAN, '85. Center cockpit. Master stmn, shower & tub. Sloop rig. New Electrical system, outa helm, radar. **\$120,000. Motivated Seller!**



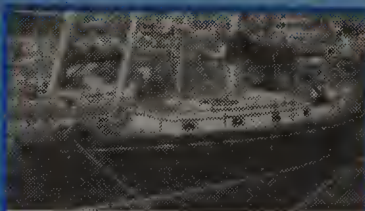
31' PACIFIC SEACRAFT MARIAH 1979/80.
Pristine condition. Equipped for cruising w/AP, SSB, Ham, radar, inverter. Full battened main. **\$80,000.**



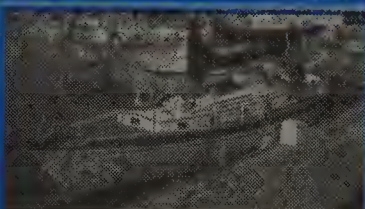
37' SHANNON CB, '87. Well-maintained and active cruiser. Genset, new rigging. One of the best American-made boats. **\$199,000.**



33' HUNTER '96. Like new. Furling jib. Full battened main. Yanmar diesel, low hours. Motivated seller moving up! **\$75,000.** Also Hunter 28, 29, 30, 33, 35, 5, 36.



46' SPINDRIFT, '83. Powerful cutter. Meticulously maintained. Dark Blue hull. Teak decks. Beautiful inside and out. Well equipped. Asking **\$195,000.**



40' BABA, '83. Great layout below, 2 staterooms, beautiful woodwork. Roller furling headsail, well maintained, Manitar windvane, Icom SSB, AP. **\$165,000.**



40' SABRE 402, '96.
Like new. Loaded w/... ear. Fabulous galley. Sails like a dream. Top Quality. **\$269,000.**



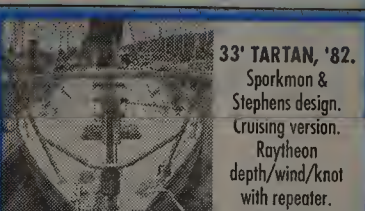
LIBERTY 458
Circumnavigation veteran, shows well, beautiful detail, loaded with cruising equipment.
\$197,500.

50' GULFSTARS
Great cruisers. Two available.
'78 Asking \$130,000 & '77 MkII \$112,000.

SAIL				POWER					
57' Bermuda ketch	'75	79,000	35' Satana	'79	39,600	50' Stephens	'66	169,000	
54' CT	'74	187,000	35' Island Packet	'92	149,000	50' Kha Shing flybridge MY	'84	179,000	
54' Roberts (steel)	'83	260,000	35' Tredwinds	'84	88,000	50' Chris Craft	'60	69,000	
51' Beneteau	'87	125,000	35' Chris Craft	2 from	33,000	49' Steel commercial vessel	'62	220,000	
50' Nunes	'56	159,000	34' Rafiki	'80	59,000	45' Chris Craft	'62	59,900	
50' Kettenburg	'63	70,000	34' C&C	'85	48,000	45' Carver	'00	475,000	
48' C&C LF	'80	159,000	34' Catalina	'86	56,000	43' Commercial SF cert.	'85	Inquire	
47' Olympic sd	'78	145,000	33' Hans Christian	3 from	99,000	42' Matthews	'56	49,000	
47' Northwind	'85	275,000	33' CSK	'65	18,900	42' Grand Banks	'67	89,900	
45' Freedom	'91	244,000	33' Norwest	'77	55,000	42' Uniflite	2 from	89,900	
45' Liberty 458	'83	198,000	32' Pearson Vanguard	'63	29,500	40' Owens	'64	26,000	
45' Hunter	'97	219,000	32' Herreshoff	'88	45,000	40' Bluewater	'80	65,000	
44' Swan 441, refurbished	'79	209,900	32' Westsail	'79	60,000	38' Californian	'77	59,000	
44' Christian motorsailer	'67	44,000	31' Sea Runner trimaran	'78	27,500	38' Matthews	'39	59,950	
44' Beneteau 440/445	2 from	150,000	30' Cape Dory	'77	29,500	38' Mediterranean	2 from	158,000	
44' Peterson	'81	115,000	30' Pearson	'75	14,500	38' Hatteras	'69	59,000	
43' Gulfstar	'76	89,900	30' Hunter	'90/'92	35,000	37' Carver	'94	189,900	
43' Wauquiez	'82	159,500	30' Rawson	'65	14,000	36' Swanson	'38	28,000	
43' Hans Christian	'82	179,000	30' Cal	'69	15,000	35' Roughwater	'75	65,000	
43' Spindrift PH	2 from	95,000	30' Lyle Hess	'97	145,000	34' Chaparral	'92	34,500	
43' Serendipity	'81	86,500	29' Ericson	'73	18,000	34' Sea Ray	'86	56,000	
43' Endeavour	'81	175,000	29' C&C	'86	24,000	34' Silverton	'90	79,000	
42' Custom Schooner	'72	39,000	29' Hunter	'00	65,000	34' CHB	'72	59,900	
42' Baltic DP	'83	179,000	28' Cal	'64	6,000	34' Bayliner	'97	74,500	
42' Lu-kat	'00	299,000	28' Tradewinds	'67	24,500	33' American Marine	'73	69,900	
42' S&S	'70	65,000	28' Islander	'78	25,000	33' Jeffries	'52	39,000	
42' Morgan	'71	80,000	28' Jensen	'60	22,000	32' Bayliner 3270	'86	52,000	
41' Sea Tiger	'73	59,900	28' Hunter	'96	39,500	32' Grand Banks	'68	50,000	
41' Jeanneau	'86	110,000	27' Sea Sprite	'81	21,000	32' Uniflite	'77	33,500	
39' Cal	'82	77,500	27' Catalina	'73	9,500	32' Nunes	'36	36,500	
38' Cheoy Lee	'78	62,500	26' Newport	'81	13,900	32' Tolly Craft	'64	26,500	
38' Downeast ketch	'75	65,000	26' Voyager	'79	18,000	32' Grand Banks	'73	47,000	
38' Catalina	2 from	38,500				31' Chris Craft	'01	89,000	
38' Ingrid	'81	69,500	POWER				29' Wellcraft	'85	29,750
38' Morgan 381	'93	129,500	88' Inace (alum)	'90	650,000	29' Silverton	'85	26,000	
38' Morgan	'79	52,000	65' Pacemaker cert. 49 + bus	'72	499,900	28' Penn Yan	'80	24,900	
37' Rafiki	'77	75,000	60' Harlog	'84	99,000	27' Harley	'84	29,500	
37' Islander	'86	65,000	58' Spindrift	'85	319,000	27' Regal Venture	'94	27,000	
36' Cape George	'90	152,000	57' Burger (flush deck flybridge)	'62	450,000	27' Grady White	'98	85,000	
36' Islander	'75	39,000	57' Chris Craft	2 from	155,000	26' Clipper Craft	'86	11,500	
36' Custom Schooner	'72	39,000	56' Fellows & Stewart	'27	69,000	25' Bayliner	'85	16,500	
36' Hunter	'80	31,900	55' Stephens	'58	199,000	25' Skipjack	'84	14,000	
35.5 Hunter	'91	59,500	53' Carver	'99	600,000	23' Blackman	'81	38,000	
35' Ericson	'79	33,000	53' Hatteras convertible	'72	249,000	22' Grady White	'88	28,000	
35' Warrior	'73	29,000	52' Hershine CMY	'85	274,500	21' Boston Whaler	'95	27,500	
			52' Libertyship	'60	110,000	21' Sportfisher	'74	8,750	



44' CHEOY LEE, '81. Perry design. Center cockpit. Ketch rig, alum. spars, fin keel, skeg rudder. **\$60,000.**



33' TARTAN, '82.
Sporkman & Stephens design.
Cruising version.
Raytheon depth/wind/knot with repeater.
New main.
ST Winches.
\$39,000.



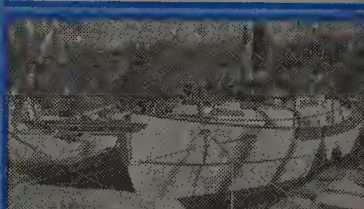
41' KETTENBURG, '66. One of Paul Kettenburg's first fiberglass boats. Universal diesel, traditional Honduran mahogany interior. **\$42,000.** Also 50' '63 at \$70,000.



65' MACGREGOR, '86.
Very well maintained, hard dodger, Max prop, newer interior. Priced to sell at **\$110,000.**



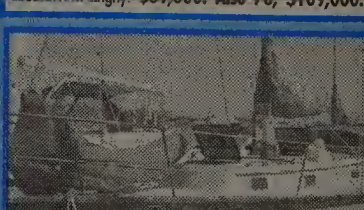
44' BENETEAU 440/445
Beautiful aft cockpit cruisers.
Two from **\$157,990.**



38' HANS CHRISTIAN, '78. Nicest one ABC has ever listed. New running & standing rigging, batteries, inverter & head, full boat cover - you won't be disappointed! **\$91,000.** Also two 33s at **\$99,000.**



41' ISLANDER FREEPORT, '76. Just completely detailed inside and out. New varnish. Great condition. Fantastic live-aboard. New dinghy. **\$69,000.** Also '76, **\$109,000.**



36' PEARSON 365, '78.
Super clean. New upholstery. Westerbeke diesel with low hours. New refrigeration. Heart Inverter. Autopilot. GPS. Very Clean and well maintained. **\$63,000.**

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CHEROKEE

26' CLASSIC MOTOR LAUNCH. Cherokee is a well-known & much loved member of the S.F. Bay Classic Fleet. Dsl engine, tons of chorm & beautifully decorated. **Asking \$27,250.**

MOTORSAILER

37' ISLANDER CUSTOM MOTORSAILER. In dry storage since new in '86, never sailed. Needs only sails to be complete. Dual whls, dsl, mare! **\$65,000/Offers.**

BURMA TEAK MOTORSAILER

TRADEWINDS 33' MOTORSAILER. Copper riveted teak, dsl, canvas enclosures, full galley, sparkling varnish. *Kismet* is a STUNNING BEAUTY & a great cruiser! **\$37,500.**

FRIENDSHIP SLOOP

36' FRIENDSHIP SLOOP. Excellent fiberglass construction by Earl James Co. Lead keel, o/b, galley. Beautiful traditional lines, sleeps 4, sails great & turns heads wherever she goes. **Asking \$26,000.**

HERRESHOFF H-28

31' LOA, H-28 KETCH. L. Francis HERRESHOFF's legendary design, full keel cruiser, spinnaker, inboard, autopilot, head & galley. Mahogany on oak, lead ballast, full cover, BEAUTIFUL! **Asking \$22,000.**

SAIL

- 68' PILOT CUTTER *AEOLUS*, Big, trad. racer, rebuilt 1990. Must see! 125,000
- 66' STA'S'L SCHOCK/BOEING SCHOONER, 1934. Rebuild just completed. Some refit left. Osl 150,000/offers
- 55' LESTER STONE Classic Yawl, 1910, dsl, lots equip., great cruiser Ask 44,000
- 51' LESTER STONE Traditional Ketch. Just rebuilt, dsl, SUPER BOAT. Ask 97,500
- 51' CHEOY LEE, center cockpit slp w/hard dodger, copper fastened, dsl, more. Some restoration required Ask 65,000
- 48' OA, 36' 00, Classic. 1937 Goff yawl, dsl, warmth & charm Ask 30,000
- 45' BOMBAY EXPLORER CUTTER, dsl, furl, staysail, glass & more Asking 40,000
- 43' OUTCH STEEL PH KTCH, dsl, dual helms, lots done, some more to do .. 59,000
- 43' LOO, ALDEN SCHOONER at Lake Tahoe. 1931, Teak Decks, dsl, more. Charter business opportunity. Asking 55,000
- 42' S&S sloop, dsl, gloss .. 59,500/offers
- 41' BLOCK ISLAND CTR. Osl, roller furl, wheel, Obl-ended, Beaut. interior, tough cruiser w/great potential Ask 49,500
- 40' CAL, dsl, spinn, dodger, wheel, 12 bags sails & more! Very clean Ask 42,000
- 40' COLUMBIA sloop, rare swing keel, dsl, dodger, conister, GPS w/plot, shower, much recent refit Ask 39,950
- 40' KETTENBERG sloop, dsl, clean 26,000
- 40' SANTA CRUZ prototype, looks like new! perform/cruise, new dsl, ++ 75,000
- 39' TRADITIONAL DANISH KETCH, double-ended, dsl, copper riveted, wheel, priv. stateroom. A big, strong Scandinavian looking for love 34,500/offers
- 36' FRIENDSHIP SLOOP, Glass w/varnished trim, o/b, BEAUTIFUL! Ask 26,000
- 36' CROCKER/LAWLEY schmr, dsl ... 9,500
- 36' PACIFIC SEACRAFT CTR, strong, loaded, dbl-ended cruiser Ask 80,000
- 34' ANGELMAN Sea Witch ketch, dsl, wheel, AP, traditional beauty Ask 24,950
- 34' NICHOLS cruising sloop, I/B .. 12,000
- 33' RHODES WINOWARD, famous design, sloop, I/B Asking 12,000
- 32' WESTSAIL CTR, F/G, dsl, more 37,950
- 31' MOTORSAILER, center cockpit, '54 Sweden, dsl, fireplace, more. Ask 20,000
- 30' BIRO class slp, classic, well-found, GREAT condition, w/fresh O/B 9,600
- 30' GARDEN Bristol Channel Ctr .. 11,500
- 30' CAL 230, slp, dsl Asking 22,000
- 30' MORGAN 30-2 performance cruising sloop, I/B, very clean 22,000
- 30' CHEOY LEE Bermuda Sloop, Riveted Teak, much recent work w/some finishing remaining, o/b, ... Asking 9,500
- 29' PHIL RHODES slp proj. boat Ask 6,000
- 28' LANCER Slp. F/G, O/B, +. Ask 9,500
- 28' H-28 HERESHOFF ketch, dsl. 16,500
- 27' HUNTER SLOOP w/dsl,nice 12,000
- 26' THUNDERBIR Slop, O/B, bid. 1,200 obo

- 24' EO MONK, SR, Classic 1947 Sloop, dsl, nice w/much recent work. Ask 10,500
- 19' SAM DEVLIN WINTER WREN. Legendary cruiser/trailer-sailer. Loaded w/top-quality gear incl. wood stove. Must see! A bargain at Ask 18,500

POWER

- 70' EUROPA TYPE TRAWLER, Can. built, loaded & in excellent condition. Economical Cummins V-12 power. An outstanding vessel Ask 199,000
- 65' YACHT Conv. seiner, loaded .. 125,000
- 61' STEEL TUG, Recent refit, 610 HP Cat dsl, good condition Asking 55,000
- 55' CHRIS CRAFT CONSTELLATION P/H Motor Yacht. GM BV-71 diesels, 15 kw genset, radar, 3 staterooms, 2 heads, shower & more! Live/cruise .. 89,500
- 50' STEPHENS AFT CABIN, flush deck 1965 motor yacht, F/B, P/H, Twin 671 Diesels, 12 K Genset Asking 98,500
- 47' MAINE BUILT TRAWLER/YACHT. Fixer-upper w/Twin Detroit 471 Diesels Try 7,500
- 42' OLYMPIC 1929 CLASSIC Twin diesels, tri-cabin Asking 65,000
- 42' SUNNEFJORD FB, aft stateroom, sedan cruiser, diesel, loaded, very high quality, genset, 2 heads ++ 142,000
- 38' TOLLYCRAFT sedan trawler w/twin turbo diesels, FB, quality 59,500
- 36' BREVEL Sport fish, F/G, Twins, F/b, Gen Set, lots of potential .. Asking 15,000
- 35' CHRIS CRAFT Exp., twins, ctn. 15,200
- 34' CHRIS CRAFT Commander, '63, twin gas, great boat 26,500
- 33' CHRIS CRAFT 1948 sdn, sharp! B,500
- 32' LUHR'S F, twins, radar 7,500
- 31' PACEMAKER SPORTFISH, beautiful condition, near new twins Ask 32,000
- 29' TOLLYCRAFT, bridge deck cruiser, twins, just hauled, runs well, bargain at B,500
- 28' BAYLINER Sunbridge, '80, V8 18,500
- 28' CARVER, nice/roomy, O/D ... 12,950
- 28' CLASSIC DEWEY EWERS sedan cruiser, V-8, show winner 75,000
- 28' CHRIS CRAFT Cavalier, nice 12,000
- 26' BAYLINER 2352 TROPHY, trlr, o/d, yr 2000, only 10 hrs on clock! .. 38,500
- 20' SEA SWIRL, '96, trlr, 225hp .. 23,000
- 18' SEARAY, o/b, trl 15,500
- 17' FORMULA THUNDERBIRD, I/O, trailer. Colorful and fun Asking 4,100

TAHITI KETCH

35' TAHITI KETCH. Dsl, teak & Apitang, bronze, lead, new teak decks. Interior finishing needed. Vane, windlass, dodger, new Norseman rig, watermaker, dink roller furl & more! **\$24,500/Offers.**

RED SAILS IN SUNSET

39' CHINESE JUNK, AFT CABIN, ctr ckpt, dsl. Built of teak & mahogany, banze fastened, claw foot tub/shower, galley, salon, dink on davits. Well-found Character Boat with lots of fun and comfort. **\$50,000.**

WILLIAM GARDEN SCHOONER

46' GAFF TOPS'L SCHOONER designed & built by legendary Wm. Gorden in '42. *Escapade* is cedar over oak w/1,408 ft² of sail. Valva dsl, only 60 hrs reported. 6'10" headrm, great layout. Very rare offering. **Ask \$79,000.**

ROUGHWATER TRAWLER

58' ROUGHWATER TRAWLER, GM 671 diesel, genset, autopilot, NIAD stabilizers, full galley, 2 heads w/showers & tubs, 4 staterooms, big salon & mare! CRUISE/LIVE.. Excellent Opportunity. **Asking \$114,500.**

40' Wm. GARDEN KETCH by Hordin. Seawall 40, glass, diesel, lead ballast, wheel steering, shower, teak trim, canister life raft & mare! Low hours & beautiful...MOTIVATED SELLER! **Asking \$74,500.**

43' STEPHENS SEDAN CRUISER. Launched 1955. *FLEETWOOD* is in EXTRA-EXTRA fine condition. Twins, looks better than new inside and out. Must be seen! **Asking \$115,000.**

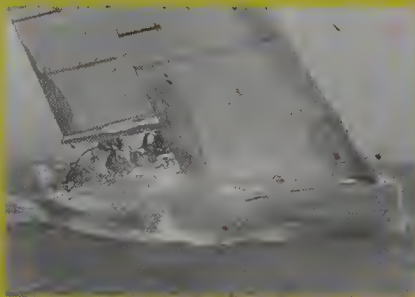
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NELSON Yachts

Nelson Yachts Welcomes Chris Corlett

Chris brings to Nelson Yachts his vast knowledge of sailing and the sailing industry to further fortify the growing Nelson Yachts team. The boats pictured represent a small sample of Chris's experience developing one design fleets, working with manufacturers, naval architects and boat owners to bring you



Swiftsure II

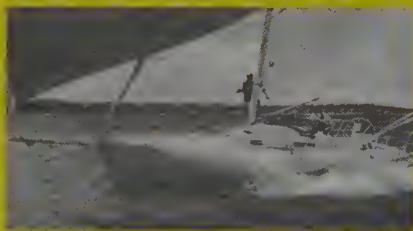
the best sailing opportunities in Northern California.

The success of many fleets, such as the J/105, Santana 35 and the Express 37, can be traced to the efforts of Chris Corlett. Many successful custom programs – from *Scarlett O'Hara*, SORC and Admiral's Cup

winner, to Sy Kleinman's *Swiftsure II* have been under Chris's direction.

Chris's first project will be heading up Nelson Yachts' new Sydney 38 fleet program. Chris comments, "The Sydney 38 is an excellent example of Sydney Yachts' commitment to finding the right balance between race performance, comfort and sailing enjoyment. All this put together with Sydney Yachts' 20 years of building experience provides an extremely well-built boat, at a very attractive price. It's always an opportunity to be handling a premier line of boats with such universal appeal."

Chris's 25+ years in the sailing industry brings additional depth and service to Nelson's Yachts. If you're interested in buying or selling a used boat or want to look at the Sydney or TBoat line of performance sailboats, call Chris and the Nelson's Yachts team today.



J/105



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